

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXI., No. 23.]

SATURDAY, JUNE 5, 1875.

[WHOLE No. 2,041, VOL. XLVIII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The Union Pacific Railroad	705
North Pennsylvania Railroad	706
Erie Railway	707
Atlantic and Great Western Railway	709
Railroad and Canal Dividend Statement	710
Railroad Earnings	711
Federal and State Securities	712
Railroad Bond and Share Lists	713, 722
Financial and Commercial Affairs	729
Woodbury and Gloucester Railroad	731
Richmond and Atlanta Air-line Railroad	731
City Passenger Railroad Share and Bond Lists	732
The Coal Trade	733
Finances of Virginia	733
Railroad Building in Indiana	734
Public Debt Statement	734
Corrosion of Iron in Railway Bridges	736

American Railroad Journal.

New York, Saturday, June 5, 1875.

The Union Pacific Railroad Suits.

DECISION OF THE COURT OF CLAIMS IN FAVOR OF THE COMPANY—THE CROSS-ACTION OF THE GOVERNMENT DISMISSED.

In the Court of Claims at Washington on the 31st of May, 1875, Judge NOTT delivered the opinion in the case of the Union Pacific Railroad Company vs. the United States. He said:

This case came before the Court in two distinct forms: first, in that of an action brought by the Union Pacific Railroad Company to recover one half of certain freight earnings withheld from it by the government; second, in that of a cross-action brought by the United States to recover the back interest which they have paid to third persons upon their bonds, heretofore loaned to the company, to aid it in the construction of its road. The company admits that the government had the right to withhold one half of such moneys as the road may earn by the transportation of the mails and military and other supplies. The United States insists that they might withhold all of these earnings and apply them in payment of their advances already made, or may maintain their action for the interest on the instant it is paid to the holders of the bonds.

Briefly stated the statutory history of the case is this:—The act of 1862 provided that all the freight earnings of the road for government transportation should be applied to the payment of the principal and interest of the bonds. The act of 1864 substituted a half for the whole, and assured the company of the payment of the remaining half. The act of 1871 "directed the Secretary of the Treasury, who had recently refused to pay the half, to go on paying it as before." The act of 1873 changed this policy, and "directed the Secretary to assert the right of set-off in the government and to withhold all of the freight money until the point should be settled by the courts." Both of the last cited acts left the former undisturbed, and did not assume to change it or interfere with the legal rights of the parties. The statute, the Court says, makes no distinction between principal and interest, nor indicates in any way that the debt for the one shall mature at a different time than the debt for the other. Furthermore, a previous section of the statute declares that for "the amount of said bonds together with all other interest thereon which shall have been paid by the United States they shall constitute a mortgage upon the road." In the present predicament of the transaction the government is largely in advance for interest and there at first appears to be no consideration received which should bind it to suffer a serious, if not disastrous loss.

But if we reverse the condition of affairs it will be seen that a similar loss would fall upon the company and a corresponding gain ensue to the government. That is to say, if the government had required a larger amount of transportation and the net earnings had greatly exceeded the reality so that the two more than equalled the interest, then the company would be paying off the principal of its ultimate indebtedness to the government long before the government would be paying its debts to the bondholders, and as the company had mortgaged its road "to secure the payment of the amount of said bonds, together with all the interest thereon which shall have been paid by the United States," a corresponding loss of interest upon interest would likewise fall upon it.

Now, when the statute has provided two sources for the payment not only of the interest, but of a great deal more—that is to say of a portion of the principal—before it becomes due, what reason can there be for the judiciary to interpolate by mere construction a third

source into the statute? Assuredly none. If the statute had stopped with interest, and had proved that the remainder, if any, of the transportation moneys and five per cent should be paid to the company, there would be good reason for saying that a reciprocal obligation was implied and that the company should be held liable to make the interest account whole. But in the plight in which Congress has placed the reciprocal and intermingling rights and the interests of the parties we see no reason why the government should call the varying balance of its advances a liquidated present debt subject to immediate collection. But beyond the confines of a disputed construction remains one uncontroverted provision in the statute, which seems decisive of the legislative intent. The only party to whom an option was reserved by the act is the government, and that system is the important right of making the company's services as little or as great as it pleases. If it requires these services the company cannot withhold them. If it refuses all employment the company cannot exact it:

As the compact originally stood the government could keep down the interest without the expenditure of any ready money, by simply furnishing to the company the employment, and it might push this advantage to an unlimited extent, even to carrying the earnings of the road to the liquidation of the debt before it had matured. The subsequent statute, which substituted a half for the whole of the earnings did not affect the legal import of the government's reserved discretion nor change the legal relations of the parties, nor vary the construction applicable to the original statute. It was an alternative in degree and not in kind and still left the company in this matter of service entirely subject to the orders of the government. In the contemplation of the law the wrong and injury of which the government complains are entirely of its own choosing.

Courts of law cannot be invoked to aid persons where they themselves possess the means of redress. If an ordinary party were to come into another court with such a complaint he would be told "either you have willfully withheld this employment from the other contractor or you have been unable to furnish it to him." If the former supposition is the fact then the fault is your own, and you cannot ascribe wrong to one whom you confess has always been willing to repay you in the manner which your agreement prescribes. If the latter

is the fact then, because the sources of payment which you provided disappointed you and because the payment in kind which you elected to take gives you more of the transportation service than you really require, you are trying to shift your loss to other shoulders than your own. Your misfortune is really this, that you made an improvident bargain.

The judgment of the court is that the claimant recover of the defendants the sum of \$512,632 50, and that the counter claim of the defendants be dismissed.

NOTE.—This counter claim of the government is that the defendants are not indebted to the claimant under the provisions of the act of July 1, 1862, the act of July 12, 1864, or any other act of Congress or otherwise; and further, that the claimant is indebted to the defendants in the sum of \$12,000,000 for the payment of interest on bonds.

South Mountain Railroad.

The Philadelphia Ledger, in reply to a letter of a correspondent asking for information as to the location, length, etc., of the South Mountain Railroad, replies that it is "an unfinished work intended to connect Harrisburg and Hamburg, a distance of 55 miles. The capital stock is three quarters of a million, of which \$575,800 has been subscribed and \$386,439 paid in, according to its statement of January 1, 1874, at which time its floating debt was \$103,210, making a total of stock and debt of \$489,650. The cost of construction to that time was reported as \$100 less than the debt and stock. The intention was to complete the road in eighteen months from January, 1874. No mortgage bonds or funded debt is noticed in the report before us, nor is there any mention of lease to the Pennsylvania Railroad Company."

North Pennsylvania Railroad.

The earnings of this road for the years ending October 31, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	\$493,146 30	\$505,916 89
" coal.....	351,998 03	329,525 38
" pig iron.....	44,509 52	33,881 66
" lumber.....	21,177 46	19,860 97
" local freight....	293,415 65	280,431 93
" through "....	252,733 08	226,799 67
" mails.....	6,125 00	6,195 00
" miscellaneous..	14,895 04	21,851 68
	\$1,477,540 08	\$1,424,463 18
Expenses:		
Maintenance of way....	\$263,815 96	\$161,663 29
Motive power	265,451 23	269,245 27
Maintenance of cars....	80,749 76	88,641 45
Conducting transp.....	282,802 36	279,154 57
General expenses.....	88,754 59	81,201 05
	\$931,573 90	\$829,725 63
Net earnings.....	\$545,966 18	\$594,737 55
Interest, ground rent and taxes.....	350,321 54	361,527 95

Balance carried to profit and loss.....\$195,644 64 \$233,209 60
Compared with the previous year the gross earnings of 1874 show a decrease of \$53,076 90, or 3.59 per cent, with a decrease in expenses of \$101,848 27, or 10.93 per cent, making an increase in the net earnings of \$48,771 37, or 8.93 per cent. The balance carried to profit and loss shows an increase of \$37,564 96. The proportion of expenses to earnings was 58.25 per cent, a reduction of 4.8 per cent. The total amount to credit of profit and loss October 31, 1874, was \$514,371 65, against \$464,194 93 on the 31st of October, 1873, an increase of \$52,176 72.

The capital stock at the close of the year amounted to \$3,699,450, against \$3,596,500 at the close of the preceding year, an increase of \$102,950.

A dividend of five per cent on the capital stock of the company was declared in January, payable on the 1st of February, 1874.

The North East Pennsylvania Railroad was worked by this company throughout the year from Abington to Hatborough and Bonair, a distance of 7.3 miles. The receipts from operations of this road during the year were \$18,149 62, the expenses \$14,150 19, and the net earnings \$3,999 43. The interest and taxes were \$12,585 71, a deficit for the year of \$8,586 28. Since the 9th of November last the road has been in operation to Hartsville Station, on the Bristol road, 9.8 miles from Abington, and its business has grown in a gratifying manner.

The Stony Creek Railroad, 10.3 miles long, extending from Lansdale to Norristown, was opened for business on the 1st of January, 1874. It has been supplied with rolling stock, and operated by the North Pennsylvania Railroad Company, in connection with its main line and with the Doylestown Branch. The receipts in the ten months ending October 31, 1874, were \$16,632 35, the expenses \$14,721 64, and the net earnings \$1,910 71. The interest and taxes for the year were \$21,140 48, leaving a deficit of \$19,229 77.

The company are now constructing a Branch Road (known as the Delaware River Branch), from the main line at Jenkintown, through Huntingdon Valley to the State Line in the middle of the Delaware River, half a mile south of Yardleyville in Bucks County, where it will connect with the Delaware and Bound Brook Railroad, which is being constructed from that point to near Bound Brook, New Jersey, where it will connect with the Central Railroad of New Jersey, and form a through line between the cities of Philadelphia and New York. It will also connect with the Easton and Amboy Railroad near the same point.

The Delaware River Branch will be 20.5 miles long. From Berks Street Station to Jenkintown is 8.1 miles, making the distance from Berks Street Station to the State Line 28.6 miles. The Delaware and Bound Brook Railroad will be 27 miles long. The Central Railroad of New Jersey, from the point of intersection to the city of New York is 32.4 miles, making the entire distance between the two cities 88 miles.

The whole line will be graded and the masonry constructed for a first class double track road, with a maximum grade of 37 feet to the mile, and will be laid with steel rails, 66 lbs. per yard. The rails have been contracted for with the Bethlehem Iron Company, to be delivered as required.

The whole of the grading and masonry on the Delaware River Branch was awarded to the well known contractors, Messrs. McGranns & Fitzpatrick, of Lancaster, Pa., who are pushing the work with their accustomed energy, and will have the whole graded ready for the rails, early in the coming summer, and it is confidently expected to have the whole line completed and opened for use before the close of the present year.

The available assets of the company, it is believed, will furnish sufficient means to complete the entire work, without incurring a floating debt.

The convertible privilege contained in the six

per cent mortgage bonds of the company, expired on the 31st of December, 1874. The total amount converted into capital stock was \$243,000, which, with the bonds previously canceled on account of the sinking fund, reduced the amount from \$2,500,000, originally issued, to \$1,930,500—outstanding on that date.

The Balance Sheet of the Treasurer shows that the company is clear of floating debt, with a balance of cash and cash assets on hand at that date, of near a million of dollars.

The great reduction in the cost of steel rails, has afforded a favorable opportunity of substituting steel in the place of iron, in the renewal of the tracks on the main line; one thousand tons have been contracted for for that purpose, and a part of them have been delivered.

The expenditures for the construction account within the year, have been as follows, which does not include those upon the Delaware River Branch, the accounts of which are separately kept:

Passenger and freight stations.....	\$18,815 39
Second track and sidings (10,578 feet).....	17,014 84
Water stations.....	7,062 99
Third track on American street (1,474 feet).....	4,349 35
Engine, machine, and car shops and houses.....	2,166 35
Street improvements, paving and culverts.....	1,665 11
City track, telegraph, &c.....	292 17
	\$51,366 20

The purchases of equipment made in the fiscal year include 7 new locomotives, of the Baldwin Locomotive Works; 6 first class passenger cars, 2 smoking and baggage cars, 3 baggage and express cars, 20 long platform cars, 20 lime cars, and 21 dump cars. The amount added to the equipment account is \$126,416 26.

The company have 49 locomotives, 48 passenger, 2 smoking and baggage, 24 baggage, mail and express, 500 freight, 448 coal and 21 dump cars. Number of miles run: passenger, 456,440; freight and coal trains, 280,335; total, 736,775, including 17,130 miles run on the North East Pennsylvania Railroad, and 16,662 miles on the Stony Creek Railroad. Number of passengers carried, 1,052,859, equal to 349,781 through passengers. Number of passengers carried one mile, 18,888,210. Number of tons of freight carried one mile, 32,761,375. Tons of coal, 398,333.

CONDENSED BALANCE SHEET, October 31.

	1873.	1874.
Right of way.....	\$216,018 35	\$216,018 35
Construction.....	5,062,917 62	5,085,449 94
Second track.....	818,242 83	324,231 60
Equipment.....	1,285,450 86	1,411,867 12
Depots, shops and stations.....	575,598 35	603,643 08
Stores.....	143,812 90	144,129 97
R. R. stocks, bonds, &c.....	102,400 00	190,529 25
Real estate.....	991,983 48	1,006,767 81
Telegraph.....	7,364 98	9,364 98
Bills receivable.....	100,000 00	.....
7 per cent bonds N. Penn. R. R. Co....	20,935 19	.....
Unpaid accounts..	22,821 59	45,623 35
North East Penn. R. R. Co.....	45,768 50	107,202 85
Stony Creek R. R. Co.	287,873 75	346,717 33
Delaware River Br.	.....	75,777 21
Loans.....	122,585 00	371,379 43
Cash.....	86,667 18	314,081 66
	\$9,392,440 58	\$10,252,783 93

Capital stock.....	\$3,596,500 00	\$3,699,450 00
Six per cent bonds. 2,159,500 00		2,140,500 00
Ten per cent bonds. 360,000 00		360,000 00
Seven per ct. bonds. 1,500,000 00		1,500,000 00
General mortgage 7 per cent bonds ..	436,500 00	1,329,500 00
Scrip issued for dividends.....	86,825 00	163,337 50
Ground rents and mortgages.....	404,237 22	415,643 22
Bills payable.....	252,985 87	.....
Unpaid coupons and accounts.....	133,698 06	129,981 56
Profit and loss.....	462,194 93	514,371 65
	\$9,892,440 58	\$10,252,783 93

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Thomas Smith, Arlo Pardee, James H. Stevenson.

City Directors.—Jacob Riegel, O. Howard Wilson.

Treasurer.—WILLIAM WISTER.

Secretary.—JOHN S. WISE.

Engineer and Supt.—SOLOMON W. ROBERTS.

Erie Railway.

APPOINTMENT OF A RECEIVER.

The argument of the motion to appoint Hugh J. Jewett Receiver of the Erie Railway was heard on the 26th ult., by Judge Donohue, in Supreme Court, Chambers. The application was made by Wilbur M. Brown, the deputy of the Attorney General, who submitted an affidavit setting forth the inability of the company to pay the June interest on its funded debt, and asking for the appointment of a Receiver as the better method of protecting the rights of the stockholders and the people of the State. Messrs. Shipman, Barlow, Laroque and MacFarland, appeared for the Erie Company, and the Trustees of the various mortgages were also made defendants, but offered no opposition to the motion. The order was granted by Judge Donohue, and went into operation at once. It makes no changes in the management of the company's affairs beyond constituting the present President the sole executive authority, subject to the orders of the court. Immediately on the granting of the order, Mr. Jewett filed the required bonds in \$500,000, Messrs. S. L. M. Barlow, Homer Ramsdell, and Edwin D. Morgan becoming his sureties. The following are the papers in the case:

PETITION FOR THE RECEIVERSHIP.

SUPREME COURT, CITY AND COUNTY OF NEW YORK.—The People of the State of New York, plaintiff, against the Erie Railway Company, Hugh J. Jewett, Thomas A. Scott, John Taylor Johnston, Marshall O. Roberts, Frederick Schuchardt, W. Butler Duncan, Edwin D. Morgan, Herman Baltzer, Samuel L. M. Barlow, L. H. Meyer, Henry G. Stebbins, R. Suydam Grant, Lucius Robinson, John A. C. Gray, Courtlandt Parker, and Homer Ramsdell, Directors of the Erie Railway Company, defendants; William T. Hooker, Joseph Walker, Uriah J. Smith, James Brown, J. C. B. Davis, Dudley S. Gregory, Farmers' Loan and Trust Company, John Earl Williams, Jay Gould, C. T. Hunter, William Butler Duncan, Horatio N. Otis, William C. Rushmore, Cornelius Walsh, John Toney, Zenas N. Russell, Coe F. Young, Dorman B. Eaton, Augustus Frank, Lawrence C. Woodruff, John A. C. Gray, and Legrand Lockwood, defendants under various mortgages described and embraced in this action.

AFFIDAVIT OF WILBUR M. BROWN.

City and County of New York, ss.—Wilbur M. Brown, being duly sworn, deposes and says that he is of counsel for the plaintiff in the above enti-

tled cause, and at present charged with the duty of representing the Attorney General therein. That since the commencement of this action facts have transpired and have come to the knowledge of the Attorney General which have made it necessary to the end of obtaining the relief sought for in and by this action for and on behalf of the people of this State, and to the end that a proper judgment and decree may be entered herein, that the summons in this action should be amended by making new defendants therein, and that an amended and supplemental complaint should be filed. The names of such new defendants and the reason why they should respectively be made defendants, as well as the facts and circumstances aforesaid, are fully and at large set forth in the proposed amended summons, and a proposed amended and supplemental complaint submitted herewith. It has also, by reason of such facts and circumstances, become necessary to the protection of the rights and interests in the premises of the plaintiffs, the people of this State, that a Receiver should forthwith be appointed, as in the said amended and supplemental complaint is prayed for, and that the injunctions therein prayed for should forthwith be granted. And on behalf of the plaintiff this deponent prays that such order, accordingly, may forthwith be granted by this court. In this behalf deponent further says that he has carefully inquired into the truth of the allegations contained in the said proposed amended and supplemental complaint; that in the prosecutions of such inquiries the proper officers of the said company have offered this deponent, at his request, free and full access to the records, books, and accounts of the company, and have fully and freely imparted to deponent such information as he required, and answered all interrogatories proposed by deponent supporting such answers, when proper, and needful, by books and documentary evidence, and deponent has carefully read and considered the recent report of the president of the Erie Railway Company appended to the said amended and supplemental complaint, and marked Exhibit "A." From these different sources deponent has obtained full information touching the premises, and he is, therefore, able to depose and say, and does depose and say, the allegations of fact contained in the said proposed amended and supplemental complaint are in substance all and singular true, and that any errors of fact will, if any shall hereafter appear, be found to relate merely to immaterial errors in matters of detail and of accounts, but in no wise affecting the substantial accuracy of the allegations or touching the merits of this action. Deponent is further able to state, and does state, that the president and directors of the Erie Railway Company do not deny the substantial accuracy of the said allegations. Deponent further says that, after due information and reasonable inquiry in the premises, and having regard solely to the best interests of the people of this State, and of the creditors of the said corporation, the Attorney General is satisfied that the best interests of both and of all parties will be served, protected, and promoted by the appointment of Hon. Hugh J. Jewett, now the president of the said company, receiver thereof, as prayed for with full power to do all things that may lawfully and properly be done in the premises.

That the high personal character of Mr. Jewett, his long and extended experience in the management of railroads, his intimate knowledge of the situation and affairs of the company, and the general confidence reposed in him by the employees of the road and by the public, render such appointment eminently fit and proper.

W. M. BROWN.

Subscribed and sworn to before me May 25, 1875.

MAURICE SPILLANE,
Notary Public New York County.

THE ORDER.

At a Special Term of the Supreme Court of the State of New York, held at the Court house in the City of New York, on the 25th day of May, A. D., 1875.

Present, Hon. Charles Donohue, Justice.

The People of the State of New York, plaintiff, against the Erie Railway Company, Hugh J. Jewett, Thomas A. Scott, John Taylor Johnston, Marshall O. Roberts, Frederic Schuchardt, William Butler Duncan, Edwin D. Morgan, Hiram Baltzer, Samuel L. M. Barlow, H. W. Meyer, Henry G. Stebbins, R. Suydam Grant, Lucius Robinson, John A. C. Gray, Courtlandt Parker, and Homer Ramsdell, Directors of the Erie Railway Company; J. C. B. Davis, W. S. Gregory, Farmers' Loan and Trust Company, John Earle, William S. Gould, C. T. Hunter, William Butler Duncan, Horatio N. Otis, Cornelius Walsh, John Toney, Zenas N. Russell, Cornelius F. Young, Dorman B. Eaton, Augustus Frank, Lawrence C. Woodruff, John A. C. Gray, and Legrand Lockwood, defendants, as trustees under various mortgages described and embraced in this action. A motion on behalf of the plaintiff in the cause having been made for leave to amend the summons herein and make new parties defendant, and for leave to file an amended and supplemental complaint, and also for the appointment of a Receiver of the property and franchises of the Erie Railway Company, according to the statute in such case made and provided, as is alleged, and also for an injunction as by the motion papers herein will fully and at large appear, and the said motion now coming on to be heard, and Wilbur M. Brown, Esq., of counsel for the people in this behalf, duly delegated by the Attorney General, appearing and moving for and on behalf of the people, the defendant, the Erie Railway Company as well as of the other defendants who have been served and have approved in this action by Shipman, Barlow, Laroque and MacFarland, their attorneys in this action, expressly waived any and all objections, for want of notice, and having admitted due and legal notice and service of the motion papers herein.

Now, therefore, on the proposed amended papers and the proposed amended and supplemental complaint herein duly verified, and on the affidavits of said Wilbur M. Brown, Esq., and on motion of the said Wilbur M. Brown, of counsel for the plaintiff, and after hearing William F. MacFarland, Esq., on behalf of the said Erie Railway Company and the said other defendants, and due deliberation having been had, it is ordered:

1. That the summons in this action be and the same is hereby amended as prayed for.

2. That leave be and leave is hereby granted to file the proposed amended and supplemental complaint in this action as prayed for; and the said summons being so amended and the said amended and supplemental complaint having been duly filed, it is further ordered that Hugh J. Jewett, now the president of the Erie Railway Company, be, and he is hereby appointed Receiver of all and singular the property and franchises of the said defendant, the Erie Railway Company, mentioned and described in the complaint in this action, and all and singular appurtenances in anywise thereto appertaining, and of all records, books, papers, and all accounts of the said company in anywise appertaining to the business thereof and necessary to enable him to properly and efficiently perform the duties imposed upon him by this order; that he give a bond for the faithful performance of his duties as Receiver in the premises in the sum of \$500,000, with sureties to be approved as to form and sufficiency by one of the Justices of this court, and that on the filing of such bond he enter forthwith upon the performance of his duties as such Receiver. And it is further ordered just as soon as may be, after he shall have entered upon the performance of his duties, the said Receiver shall make and file with the Clerk of this Court a true, full, and complete inventory of all and singular the property of the said company, real, personal, and mixed, of all which he is appointed Receiver.

3. The said Receiver shall continue the operation of the said road in the ordinary and usual course as the same is now operated in the common carriage of freight and passengers, having due regard to the public interests and the accommodation of the public, and keeping the premises

and property, both real and personal, in good condition and repair, to the end that the said road may be efficiently operated with safety and convenience to the public. To the same end he shall from time to time employ and discharge all needful laborers, servants, and agents, and shall purchase and pay for all such needful material and supplies as may seem to him to be necessary and proper in the exercise of a sound discretion with leave to apply to the court from time to time as he may be advised for direction in the premises, and he shall settle and adjust according to usage and the usual course of business, all outstanding traffic balances with other railroads and like balances as may from time to time arise. And he shall have power to make all usual, necessary, and proper arrangements for the interchange of business in the way of traffic, and he shall have power generally to do and perform all things usual and proper, according to the rules and usages of good railroad management, to increase the business of the said road, and promote the convenience of the public. He shall have power to prosecute and defend without the further order of this court all existing actions by or against said company, and to pay and defray the usual ordinary expenses incident thereto. He shall have power to commence and prosecute any actions which, in the usual course of business, he may deem it proper and necessary to commence hereafter, either in the name of the said company or his own name as such Receiver, as he may be advised. He shall have full power to defend all suits that may hereafter be brought against the said company, or against himself as such Receiver, by the permission of this court, and to defray the necessary and proper expenses of such proper prosecution and defense. He shall do whatever may be needful to maintain and preserve the corporate organization and franchises of the said company to the final judgment in this action, and to defray the necessary and proper expenses incident thereto, and in all and singular the premises he shall be subject to such orders and directions as this court may from time to time make, and he is authorized to apply from time to time for such orders and directions as he may be advised.

4. As soon as may reasonably be done after he shall have entered upon the performance of his duty, the said Receiver shall pay and discharge all debts due from the said company to laborers, servants, agents, and employes of all kinds and sources rendered in and about the operation of the railroads, of the said company and in and about the conduct and management of its lawful business. Such business shall not embrace debts due for more than four months prior to the entry of this order, without the further order of this court in the premises.

5. He shall in like manner ascertain the amount due by said company and unpaid for current materials, and supplies purchased for the use and operation of the railroads of the said company within four months prior to the entry of this order, and he shall pay the amount found to be justly due, but he shall not have power to pay any such debts of longer standing without the further order of this court.

6. He shall have power to redeem any and all securities of the company now pledged as security on loans of money, and if needful shall have power to borrow money; and he shall also have power to borrow money, if needful in his judgment, in order to comply with the directions contained in the third and fourth paragraphs of this order, and so far as may be needful to pay for current necessities and supplies, but for no other purpose without the order of this court.

7. The said Receiver shall keep a true, full, and particular account of all his acts and doings as such of all the property, rents, revenues, and income that shall come to his hands, and of all his payments and disbursements in the performance of the duties imposed by this order, and he shall once in every three months, and oftener if required, render to this court and file with the clerk thereof a full, true, and particular account

of all his receipts and disbursements in the premises. He shall keep all balances of moneys in his hands on deposit in some bank of approved credit subject to his order, and he shall not pay out, but safely keep, subject to the further order of this court, all such moneys, except in so far as payments and disbursements are authorized by the terms of this order. The premises considered, it is further ordered that the said defendant, the Erie Railway Company, be, and the said company is hereby commanded and strictly enjoined not to pay or cause or permit to be paid any interest upon any of the mortgage bonds of the said company until the further order of this court in the premises; and the said company, and each and all the officers and agents thereof, are also strictly commanded and enjoined to deliver up and surrender to the said Receiver, when he shall have become qualified, according to the terms of this order, to enter upon his duties as Receiver, all and singular the premises whereof he is hereby appointed Receiver. And it is further ordered that each of the defendants trustees respectively of the mortgages referred to in the complaint in this action be and they hereby are severally and respectively restrained and enjoined from commencing or prosecuting, or causing or permitting to be commenced or prosecuted, any action against the said company, or in any wise affecting the property thereof, and from any wise interfering with the said company or the property thereof as such trustees without the further order of this court.

CHARLES DONOHUE.

THE AMENDED SUMMONS FOR RELIEF.

The following are the main points of the complaint of Attorney General Pratt:

After setting forth the history of the New York and Erie Railroad Company, its organization in 1832, and its bankruptcy in 1859 and the passing of its affairs to the Erie Railway Company, it continues:

II. The defendant, the Erie Railway Company, was created, organized, and exists under and by virtue of an act of the Legislature of this State, passed April 4, 1860, and various subsequent acts in addition thereto. It was created for the purpose of taking title to the property and franchises of the said New York and Erie Railroad Company, which, in pursuance of an amicable arrangement made to that end under authority of law, were purchased by certain trustees for, and duly conveyed to, the said Erie Railway Company, in the said year 1861.

The said Erie Railway Company thereupon became possessed of and succeeded to all the rights, privileges, and franchises, together with the railroad, its appurtenances, branches, and leased lines theretofore owned and possessed by the said New York and Erie Railroad Company. The said Erie Railway Company also took title to the said property subject to certain outstanding mortgages upon the property aforesaid, and to certain pecuniary liabilities of the New York and Erie Railroad Company. The said Erie Railway Company derives the powers, rights, and franchises, which it now possesses and exercises under and by virtue of the law hereinbefore specially referred to, certain other acts of the Legislature of this State passed from time to time since the organization of the said company, and the general laws of this State, governing railroad and other corporations; also certain special and general laws of the respective States of New Jersey and Pennsylvania, in both of which States the said corporation possesses franchises and privileges, owns and operates railroads, and in both of which it is subject to various duties, liabilities, and regulations, to all of which laws the plaintiff begs leave to refer from time to time, as occasion may require.

IV. The defendant, the Erie Railway Company, was created with a capital stock of 114,375 shares of common stock of \$100 each and 85,357 shares of preferred stock of \$100 each. The common stock of the said company has been increased from time to time, and now amounts to 780,000 shares. The amount of preferred stock remains as above stated, with the exception of \$1,210,

which amount was added by a special act of the Legislature of New York, March 14, 1866.

The funded debt of the said company, and which is secured by various mortgages of the property and franchises of the company, is of the amount and nature stated and described in President Jewett's last report. The interest, payable annually, on the said debt amounts to \$4,073,106 56. Table B of the said report contains a statement of the disposition made of bonds to the amount of \$15,000,000, issued under the so-called second consolidated mortgage of the said company. By the said table it appears that, whereas the said company is in form obligated to pay the said bonds, principal and interest, at par, the said company has only realized therefrom at the rate of about forty cents in the dollar. The plaintiff charges that the said mortgage and the said bonds were issued without authority of law, and that they are void. That the manner of dealing with said bonds on the part of the said McHenry, the said London Banking Association, and others, was and is fraudulent and unlawful, and that each and all of the claims of the said McHenry and others were and are fraudulent and unlawful. That the said bonds, nor any part thereof, are held by bona fide holders for value, and that if the said company is liable for any amount in respect of the said bonds it is only liable for the amount of money actually received therefor and no more.

As to the said so-called first consolidated bonds, whereof there are outstanding \$12,076,000, and as to the said so-called convertible gold bonds, the plaintiff has no knowledge and no information sufficient to form a belief as to the validity thereof. The plaintiff is informed, however, and believes, that all the other bonds specified in the said table, to the amount therein specified, constitute legal and valid obligations on the said company, according to the tenor thereof.

V. By table E annexed to Mr. Jewett's report it appears that the amount of rental payable annually by the said company in respect of its leased lines is \$986,722 31, and the plaintiff is informed and believes that the said several leases are liable to forfeiture in case of non-payment of rent as the same matures.

VI. The plaintiff is informed and believes that the unsecured debts of the said company, now outstanding, due and unpaid, and shortly to become due, amount to \$2,648,531 55. Of this sum \$1,086,891 87 is due for wages. Of the said unsecured debt, the sum of \$635,809 84 is due for supplies. The sums above mentioned, and due for services rendered and supplies furnished to the said company constitute in equity a preferential charge on the property and revenues of the said company, and, as the plaintiff is advised, should be so regarded and dealt with by the court.

VII. In addition to the existing liabilities of the said company before mentioned, there are very many actions pending against the said company, in this State and in other States, involving large claims of various kinds, and amounting in all to many hundred thousand dollars. There are also outstanding against the said company, as the plaintiff is informed and believes, judgments unpaid and unsatisfied, but to what amount the plaintiff is not at present advised.

VIII. The directors of the said company in the year 1873, believing it to be for the interest of the company so to do, purchased or caused to be purchased for and on account of the said company, a large amount of stock in companies owning so-called coal lands in the State of Pennsylvania, paying therefor in the whole about the sum of \$2,594,191 65, of which amount \$1,931,810 08 was applied to the purchase of said stock, and the balance \$662,381 57, was advanced to meet expenses incurred by said companies in the management and development of the same. The stock so purchased is not at present a source of revenue. Moreover, the plaintiff alleges that such purchase and payment were *ultra vires*—in violation of the charter of the said company—and that such purchase constitutes a just ground for the forfeiture thereof.

IX. In the month of May, 1874, the Directors of

the said company, in order to perfect and control a through line of railroad from the City of New York to the City of Chicago, in the State of Illinois, entered into an agreement with the Atlantic and Great Western Railroad Company. The plaintiff alleges and charges that the said agreement was and is *ultra vires*, and void. Nevertheless the plaintiff is informed and believes the Atlantic and Great Western Company claims and insists upon the validity of the said lease, that the same did go into effect and operation, and that a large sum of money is due from the Erie Railway Company in respect thereof. The plaintiff is advised that this pretended lease should be adjudged to be void.

X. The said Erie Railway Company heretofore, to wit, on or about the 22d day of November, 1869, wrongfully and illegally declared a so-called scrip dividend of seven per cent on the said preferred stock of the said company, and issued therefor certain so-called scrip, bearing interest and payable at a certain time therein named. The plaintiff is informed and believes that no dividend within the true intent and meaning of the law had been earned on the said preferred stock, and that the said scrip so issued was and is illegal and void.

XI. The Directors of the said company heretofore, to wit, on or about the 11th day of February, 1873, did declare and authorize to be paid a dividend of three and one half per cent on the said preferred stock of the said company, amounting to \$298,791 85, and a dividend of one and three-quarters per cent on the par value of the common stock of the said company, amounting to \$1,365,000. The plaintiff is informed and believes that these dividends were not earned, and were not properly declared, and he is advised that there should be an accounting in the premises.

XII. The plaintiff further charges and alleges that the current net income of the said company, from the earnings of its said railroad and property for many years last past, has not at any time been equal to the payment and satisfaction of the current obligations of the said company as they matured; that these obligations have from time to time been met and discharged by a resort to the expedient to temporary loans, and that, in consequence of this mode of dealing with the indebtedness of the company, its indebtedness has not in fact been discharged and diminished to any extent, but on the contrary has been continued at a enormous expense, and has constantly and rapidly increased in the aggregate.

XIII. The plaintiff further alleges that notwithstanding the efforts of the President and Directors of the said company to maintain the credit and promote the prosperity of the said company, as heretofore admitted by the plaintiff, the said company has, in fact, been insolvent for more than one year last passed, and has, in fact, not paid its current indebtedness, but has merely changed the form and character thereof, as heretofore stated, and that the said company now is entirely insolvent. The net earnings of the said company, since the annual election, in July, 1874, to the present time, has been only about the sum of \$3,163,454 19.

During the same time the current obligations of the company, for interest and rental, have amounted to about \$4,784,911. In addition to such obligations the floating debt of said company, unsecured, and maturing from time to time, was, at the date of the last annual election, in July, 1874, about \$5,000,000. In the meantime the floating debt of the company has been somewhat reduced, but not from and by the application of earnings, but from and by the application of the proceeds of bonds sold at the rate and sacrifice heretofore stated, by reason whereof the debt of said company, though changed in the form, has not been diminished, but, on the contrary, has been increased in amount.

The amount now due to the servants, employees, and agents of the company, represented by the pay-rolls of the company, is about the sum of \$1,086,891 87, which amount includes wages and salaries due from March of the present year to the present time. There is now due from the said company to sundry persons, for materials and

supplies, about the sum of \$1,500,000. There is also owing from the said company to sundry persons, in respect to bills payable, so-called, or unsecured floating debt, about the sum \$890,189 91, which said bills payable are becoming due, from time to time, at short intervals. The only available assets for the satisfaction of the said indebtedness, or any part thereof, consists of stocks and bonds to the nominal amount of about \$100,000, but of uncertain market value.

In addition to the indebtedness before in this paragraph specified, the said company is indebted in respect of call and time loans, so-called, to the amount of about \$1,405,000, and has on deposit with the several creditors of the company in respect of such indebtedness, securities of various kinds, mainly in bonds and stocks of real value, considerably in excess of the said indebtedness, but which securities if sold according to the tenor of the pledge for default in payment of the loan, would realize much less than the true value thereof, and it is essential to the interests of the said company and to the public, that the said securities should not be forfeited.

On the 1st of June next ensuing, according to the tenor of the so-called second consolidated mortgage bonds, there will become due and payable a semi-annual installment of interest, amounting to \$553,190 40, being at the rate of seven per cent per annum on the dollar on \$14,400,000 of the said bonds actually issued. Including this interest and excluding the obligations of the said company before specified and presently due and payable, as near as can at present be estimated, the obligations of the said company will mature and become payable between the date hereof and the 1st day of October of the present year, to the amount of over \$3,000,000, and the estimated receipts of the said company, from earnings and all other sources, according to an estimate most favorable to the said company, does not exceed the sum of \$4,581,271 94. And, consequently, the receipts of the said company, between the periods aforesaid, will be nearly \$4,000,000 less than the liabilities of the company maturing in the meantime.

The plaintiff alleges and the fact is so, that there are employed in and about the operation of the said road more than 12,000 persons, in various capacities; and by reason of the failure of the said company to pay the wages of the said persons, they have threatened to leave the service of the company, thus not only preventing the said company from performing its duties to the public, but exposing its property to additional danger from lawless violence at the hands of a large body of exasperated men.

The said company is on the eve of being obliged to stop payment even in form, and of being obliged to make default in the payment of interest on its said mortgage bonds. Immediately thereafter, as the plaintiff is informed, and has reason to believe, a multiplicity of actions of different kinds, and in respect of all and singular the premises, will be at once commenced against the said company, involving applications for injunctions, Receivers, &c., &c., all of which, in the present embarrassed state and condition of the company, would, for reasons sufficiently heretofore set forth, cause irreparable loss and damage to the people of this State and to the said company and its just creditors.

The plaintiff further says that the premises considered, the said corporation, the Erie Railway Company is within the true intent and meaning of the statute liable to be dissolved, and should be dissolved and wound up; and the plaintiff prays judgment accordingly, and that in the meantime, a Receiver may be appointed to take hold, and possess, under the immediate authority and direction of this court, all and singular, the franchises, property, railroad, and appurtenances of the said company, including, so far as need be, the books, papers, and records of the said company, with full power and authority to run and operate the said road, and preserve and protect the said franchises and property, and preserve the corporate organization and existence of the said company,

so far as may be able so to do, till the final judgment and decree in this action.

That an injunction may issue, restraining the defendants respectively from commencing or prosecuting any other suits or actions against the said company, and from interfering in any other manner with the company or the property and franchises thereof, and that the said defendant, the Erie Railway Company, may be restrained and enjoined by the like order of this court from the payment of any interest on any of the mortgage bonds of the said company heretofore referred to, until the further order of this court in the premises. That an account may be had and taken of and concerning all and singular the matters and things in respect whereof an account has been heretofore prayed for, to the end that what appertains to equity may be done. That all and singular the assets and liabilities of the said corporation may be marshaled, the amount of the just debts and obligations may be ascertained and determined, and also the respective order and priority thereof in point of lien, and the amount and extent of such lien, and that the property of the said company of all kinds, including the franchises thereof liable to sale, may be sold at such time, under such circumstances, and in such manner as will best preserve and promote public interest, and the interest of the creditors of the said company, and the proceeds distributed in such manner as may be just and equitable, and that then and thereupon the said corporation may be dissolved and wound up by the final judgment and decree of this court. That, in the mean time, Hugh J. Jewett, who is now President of the said company, may be appointed such Receiver as aforesaid, with the power and authority aforesaid.

(Signed.)

D. PRATT,

Attorney General of the State of New York.

Atlantic and Great Western Railway.

We understand that the scheme of rearrangement of the affairs of the Atlantic and Great Western Railroad has been under discussion in London, Paris, and New York for some weeks, and is now about completed. It will have, we are informed, such powerful support as to make its success certain, securing to the proprietors of the railway the regular distribution of the revenues and the protection of all classes of the securities in due priority. We learn that most, if not all, the large holders have been consulted in order to arrive at an equitable scheme; the principle of which is complete independence from any special alliance, and an immediate alteration of the gauge to the standard gauge of the country. The line of the Atlantic and Great Western is now crossed at different points by twenty five narrow gauge roads, the traffic from which is practically lost on account of the expense of transfer. It is understood that most friendly relations have been established with the New York Central Railroad, which at present connects with the Atlantic and Great Western system at Jamestown, forty miles from Salamanca, the junction with the Erie Railway, and that negotiations are progressing with other important narrow gauge lines for the exchange of traffic. We further learn that it is intended that the administration of the property shall in the future be controlled from London.—*Herapath, May 15.*

At the annual meeting of the Northern Railroad Company at Concord, N. H., on the 27th ult., the old Board of Directors was unanimously re-elected as follows: Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Charles F. Choate, Edward Lawrence. The meeting voted to guarantee the payment of the first mortgage bonds of the Concord and Claremont Railroad, now held as collateral, when proper authority so to do should be obtained from the Legislature.

Lewis Rice has been elected President and F. L. Chapman Clerk and Treasurer of the Troy and Greenfield Railroad Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	18,280,000	J. & J.	Jan. '75 34	Long Island.....50	5,000,000	M. & S.	May '73 10	Vermont and Mass.....100	\$2,860,000	A. & O.	Apr. '75 2
Allegheny Valley.....100	2,266,350	J. & J.	July '74 4	Louisv., Cin. and Lex.....50	1,623,483	J. & J.	July '69 3	Warren (N. J.).....100	1,800,000	J. & O.	Dec. '74 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '74 4	..... pref.100	848,700	J. & J.	Jan. '74 4	Warwick Valley.....100	222,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	3,693,200	M. & N.	Nov. '73 34	Louisville & Nashville.....100	9,880,000	F. & A.	Feb. '74 4	West Jersey.....100	1,589,760	F. & A.	Feb. '74 4
..... guar.100	784,476	M. & N.	Nov. '73 34	Louisv. N. Alb. & Ohi.....100	9,000,000	J. & D.	Dec. '70 3	Winchester & Potomac*100	1,550,150	J. & J.	Jan. '75 3
Atlantic and St. Law*.....100	39,444,000	M. & S.	Mar. '75 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '75 3	Winchester & Strasburg.....100	500,000	J. & J.	Jan. '75 34
..... new 1870-100	1,500,000	A. & O.	Jan. '75 3	Lyons Valley.....100	500,000	F. & A.	May '75 24	Worcester and Nashua.....75	1,789,800	J. & J.	Jan. '75 15
Avon, Genesee & Mt. M.*100	1,984,250	A. & O.	Jan. '75 3	..... pref.100	2,400,000	J. & J.	July '75 3				
Baltimore and Ohio.....100	13,151,922	A. & O.	May '75 3	Massachusetts and Western.....100	2,400,000	M. & N.	May '75 3				
Washington Br. pref.....50	1,650,000	A. & O.	Apr. '75 3	Maine Central.....100	5,400,500	M. & N.	May '75 3				
Parkersburg Br. pref.....50	5,680,685	J. & J.	Apr. '75 3	Manchester and Law.....100	1,400,000	M. & N.	May '75 3				
Berkshire.....100	600,000	J. & J.	Apr. '75 3	Marletta & Cincinnati.....50	1,000,000	M. & N.	May '75 3	Albany City.....100	110,800	.....	.....24
Blossburg & Corning.....100	250,000	J. & D.	Dec. '72 3	..... 1st pref.50	5,130,719	M. & S.	Sep. '66 3	Baltimore City.....25	803,000	.....	Feb. '75 6
Boston and Albany.....100	10,864,100	M. & N.	May '75 3	..... 2d pref.50	4,400,388	M. & S.	Sep. '66 3	Bleeker st. & Fy. (N.Y.)100	900,000	.....	.....
Boston and Fitchburg pref.100	633,200	.....	Jan. '75 3	Massachusetts.....100	4,000,000	F. & A.	Sep. '66 3	Boston and Chelsea.....100	110,000	A. & O.	Apr. '75 4
Bos. Clin. & Fitchburg guar.100	60,000	J. & D.	Jan. '75 3	Memphis & Charleston*25	6,312,725	J. & D.	Jan. '75 3	Broadway (Brooklyn).....100	200,000	J. & J.	Jan. '75 3
Boston & Mont.* pref.100	800,000	M. & N.	May '75 3	Michigan Central.....100	18,738,204	J. & J.	Jan. '75 3	Broadway & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jan. '75 3
Boston and Lowell.....500	3,200,000	J. & J.	Jan. '75 3	Mill Creek & Minehill*50	323,375	J. & J.	Jan. '75 3	Brooklyn City & Newl.....100	1,600,000	F. & A.	May '75 3
Boston and Maine.....100	6,921,274	M. & N.	May '74 4	Millwaukee and St. Paul.....100	15,399,261	J. & J.	Dec. '70 7	Brooklyn and Jamaica.....100	489,000	J. & J.	July '70
Boston and Providence.....100	4,000,000	M. & N.	May '75 3	..... pref.100	12,274,483	F. & A.	Aug. '74 34	Bushwick (Brooklyn).....100	392,000	J. & J.	July '75 24
Buffalo, N. Y. and Erie.....100	960,000	F. & A.	Aug. '74 34	M. Hill & Schuyl. Hav.*50	3,856,450	J. & J.	Jan. '75 3	Cambridge.....100	727,800	A. & O.	Apr. '75 4
Burlington and Mo. Riv.100	5,636,000	M. & S.	Mar. '75 3	Morris and Essex*50	14,008,100	J. & J.	Jan. '75 3	Can. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2
..... pref.100	1,485,900	M. & S.	Mar. '75 3	Nashua and Lowell.....100	800,000	M. & N.	May '70 5	Citizens' (Phil.).....50	500,000	J. & J.	Jan. '75 9
Camden and Amboy*.....100	5,847,800	J. & J.	Apr. '75 24	Neaguchon Valley*.....50	1,382,900	F. & A.	Feb. '75 3	Citizens' (Phg.).....50	200,000	M. & N.	Nov. '71 7
Camden and Atlantic.....50	377,400	.....	May '75 34	Newark and N. York*100	977,400	J. & J.	Jan. '75 34	Coney Island & Brookl.....100	500,000	.....	.....
..... pref.50	383,469	.....	May '75 34	N. Bedford.....100	1,678,640	M. & N.	May '74 5	D. Dock, E. B'dw. & Bat.100	1,200,000	F. & A.	May '75 2
Cape Cod.....100	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.*50	1,800,000	J. & J.	Apr. '75 24	Eighth Avenue (N.Y.).....100	1,000,000	J. & J.	Jan. '75 6
Cape May and Millville*50	447,000	J. & D.	June '75 3	N. Haven & Northamp.....100	600,000	J. & J.	Sep. '73 3	Elizabeth and Newark.....100	200,000	.....	.....8
Cataquan & Fogelsv...50	428,900	November	Nov. '71 6	New Jersey*.....100	7,295,200	J. & J.	Apr. '75 24	42nd St. & G. St. Ferry.....100	745,000	M. & N.	May '75 5
..... pref.50	1,159,500	.....	.....	New London Northern*100	1,418,800	J. & J.	Apr. '75 2	Frankf. & Southw. (Ph.)50	491,750	J. & J.	Jan. '75 5
Cayuga and Susq*.....50	889,110	M. & N.	May '75 24	N. Y. Cen. & Hudson R.....100	89,428,330	J. & J.	Apr. '75 2	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '75 3
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Feb. '75 34	New York and Harlem.....100	8,500,000	J. & J.	Jan. '75 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
..... pref.100	769,600	J. & J.	Feb. '75 34	..... pref.100	1,500,000	J. & J.	Jan. '75 4	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of Georgia.....100	4,668,800	J. & J.	July '75 3	N. Y., N. H. & Harf.....100	15,800,000	J. & J.	Jan. '75 4	Green & Coates St. (Ph.)50	500,000	J. & J.	Jan. '75 4
Central of New Jersey.....100	20,000,000	J. & J.	Apr. '75 24	N. Y. Prov. Bridge & Boston.....100	2,500,000	J. & J.	Apr. '75 24	Heston, Mantan & Fairm.50	2,050,000	J. & J.	Jan. '75 14
Central Ohio.....50	2,425,000	J. & D.	June '75 3	Ning. Bridge & Canand*100	1,000,000	J. & J.	Jan. '75 3	Lomb. & South St. (Ph.)25	105,000	A. & O.	Oct. '71 6
..... pref.50	400,000	J. & D.	June '75 3	North Carolina*.....100	4,900,000	Irregular.	Jan. '75 3	Lynn and Boston.....100	200,000	.....	.....
Central Pacific.....100	54,275,500	J. & J.	Apr. '75 6	N. Eastern (N. O.) pref.100	111,000	M. & N.	May '67 4	Malden and Melrose.....100	200,000	.....	.....
Chemung.....100	380,000	J. & J.	Apr. '75 34	North Pennsylvania.....50	3,806,500	.....	Feb. '75 5	Metropolitan (Boston).....50	1,500,000	J. & J.	Jan. '75 34
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '75 3	Northern Central.....50	5,842,000	M. & N.	July '74 34	Middlesex (Boston).....100	400,000	M. & N.	May '75 3
Chicago and Alton.....100	9,929,000	M. & S.	Mar. '75 3	Northern N. Hampsh.....100	8,068,400	J. & D.	June '75 34	Ninth Avenue (N. Y.).....100	797,320	.....	.....
..... pref.100	2,425,400	M. & S.	Mar. '75 3	Northern New Jersey*100	1,000,000	J. & J.	July '74 4	Orange and Newark.....100	232,555	.....	.....
Chicago, Burl. & Quincy.....100	19,897,000	M. & S.	Mar. '75 3	Norwich & Worcester*100	2,804,400	J. & J.	Jan. '75 5	Philadelphia City.....100	750,000	J. & J.	Jan. '75 5
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '75 4	Ogdensb. & L. Champ*100	5,977,000	J. & J.	Jan. '75 5	Philadelphia and Darby.....100	200,000	J. & J.	July '71 2
Chicago & N. Western.....100	14,993,060	J. & D.	Dec. '72 34	..... pref.100	2,000,000	A. & O.	Apr. '75 4	Phila. and Grey's Ferry.....50	284,775	J. & J.	Jan. '75 24
..... pref.100	21,494,113	J. & J.	July '75 34	Ohio and Mississippi.....100	20,000,000	J. & J.	Apr. '75 4	Phg. Alleg. & Manchester50	200,000	M. & N.	Nov. '69 8
Chicago, R. I. & Pacific.....100	19,000,000	A. & O.	Apr. '75 4	Oil Cr. & Allegheny R.....50	4,260,450	J. & D.	Mar. '75 34	Second Avenue (N. Y.).....100	888,100	J. & J.	Jan. '74 2
Cin. Ham. & Dayton.....100	3,500,000	A. & O.	Apr. '75 4	Old Colony & Newport.....100	6,897,300	J. & J.	Jan. '75 34	Second & Third St. (Ph.)10	962,100	J. & J.	Jan. '75 6
Cin. Sand. and Cleve.*50	2,980,550	.....	Apr. '72 10	Oswego and Syracuse*100	482,400	F. & A.	Feb. '75 4	17th & 19th streets (Ph.)50	500,000	J. & J.	July '74 2
..... pref.50	429,037	M. & N.	May '75 2	Pacific of Missouri.....100	3,635,750	J. & J.	Apr. '75 14	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '74 5
Clev. Col. Cin. & Ind.....100	14,991,275	F. & A.	Feb. '75 34	Panama.....100	7,000,000	J. & J.	Apr. '75 3	Third Avenue (N. Y.).....100	1,170,000	F. & A.	May '75 2
Cleveland & Mahoning*50	2,057,569	M. & N.	May '74 34	Paterson and Hudson*100	630,000	J. & J.	July '74 4	13th & 15th street (Ph.)50	1,000,000	J. & J.	Jan. '75 2
Cleveland & Pittsburgh.....100	11,236,150	F. & A.	May '75 11	Paterson and Newark*100	500,000	J. & J.	Jan. '75 3	23d street (N. Y.).....100	600,000	J. & J.	Jan. '75 4
Col. Chic. & Ind. Cen.*100	13,000,000	M. & J.	Mar. '75 2	Paterson and Ramapo*100	245,000	J. & J.	Jan. '74 4	Somerville (Boston).....100	98,000	M. & N.	May '75 3
Columbus and Xenia.....50	1,786,800	F. & A.	Feb. '75 3	Pemb. & Hightstown*50	342,150	J. & J.	Jan. '75 3	South Boston.....100	400,000	J. & J.	Jan. '75 24
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb. '75 3	Pennsylvania.....100	68,144,475	M. & N.	May '75 4	Union (Boston).....100	200,000	.....	Jan. '75 5
Concord.....100	1,600,000	M. & N.	May '75 5	Peoria & Bureau Val.*100	1,300,000	F. & A.	Feb. '75 4	Union (Phila.).....100	400,000	J. & J.	Jan. '75 8
Concord and Ports.....100	850,000	F. & J.	Jan. '75 34	Philadelphia and Erie*50	5,004,300	J. & J.	.....	West Philadelphia.....100	400,000	J. & J.	Jan. '75 10
Conn. & Passump Riv.100	2,100,000	F. & A.	Feb. '75 3	..... pref.50	2,400,000	J. & J.	July '74 4				
Connecticut River.....100	2,100,000	J. & J.	Jan. '75 5	Phil. Ger. & Norristown*50	1,936,250	M. & J.	June '75 3	Chesapeake & Delaware50	1,983,566	J. & D.	June '73 3
Cumberland Valley.....100	1,292,850	A. & O.	Apr. '75 4	Philadelphia & Reading50	32,584,375	J. & J.	Apr. '75 24	Chesapeake and Ohio.....25	8,229,540	.....	.....
..... 1st pref.50	241,900	A. & O.	Apr. '75 4	..... pref.50	1,551,800	J. & J.	Apr. '75 24	Delaware Division.....50	633,350	F. & A.	Feb. '75 4
..... 2d pref.50	243,000	A. & O.	Apr. '75 4	Phila. and Trenton*100	1,259,100	J. & J.	Apr. '75 24	Delaware and Hudson.....100	15,000,000	F. & A.	Feb. '75 5
Danbury and Norwalk.....50	1,230,941	J. & J.	Dec. '74 13	Phila. and Trenton*100	1,259,100	J. & J.	Apr. '75 24	Delaware and Raritan*100	6,847,400	J. & J.	Apr. '75 24
Delaware*.....50	1,230,941	J. & J.	Jan. '75 3	Phila. and Trenton*100	1,259,100	J. & J.	Apr. '75 24	Erie of Pennsylvania.....50	64,000	.....	.....
Del. Lackaw. & Westn.50	25,500,000	J. & J.	Apr. '75 24	Pittsb. & W. & Ohi.*100	18,714,255	J. & J.	Apr. '75 14	Lehigh Coal & Navigat.50	9,390,350	J. & J.	June '75 2
Detroit & Milwaukee*50	32,140	J. & J.	Apr. '75 24	..... Special Imp.100	2,000,000	J. & J.	Apr. '75 14	Monongahela Navigat.50	1,005,000	J. & J.	Jan. '75 3
..... pref.50	2,095,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams.....100	400,000	J. & J.	Jan. '75 3	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '75 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Dec. '69 7	Portland and Kamebec.....100	516,700	J. & J.	Jan. '75 3	..... (preferred).....50	1,176,950	F. & A.	Feb. '75 5
East Pennsylvania*100	1,309,200	J. & J.	Jan. '75 24	Yarmouth certificates.....100	202,100	A. & O.	Apr. '75 3	Pennsylvania.....50	4,390,260	.....	.....
East Mahony*.....100	892,950	J. & J.	Jan. '75 3	Portl. Saco & Portm.....100	1,500,000	J. & J.	Jan. '75 5	Schuyl. Nav. (common)*50	1,008,207	F. & A.	Feb. '75 30
Eastern (Mass.).....100	4,263,000	J. & J.	July '73 3	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '75 5	..... (ref.).....50	2,893,977	F. & A.	Feb. '75 60
Eastern (N. H.).....100	1,923,500	J. & J.	July '73 3	Raleigh and Gaston.....100	1,500,000	J. & J.	Jan. '75 6	Susq. and Tide Water.....50	2,002,746	.....	.....
Kimira, Jof. & Canand*100	600,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '75 4	Union.....50	2,907,850	.....	.....
Kimira & Williamsport*50	500,000	M. & N.	May '75 24	Roch. & Genesee Val.*110	557,500	.....	Jan. '75 5	W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '85 5
..... pref.50	500,000	J. & J.	Jan. '75 34	Roma, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '75 34				
Erie Railway.....100	78,000,000	.....	Oct. '73 34	Rutland*.....100	2,700,000	.....	Feb. '75 34				
..... pref.100	8,539,910	.....	Oct. '73 34	St. Croix and Penobscot.100	100,000	F. & A.	July '71 2				
Erie and Pittsburgh*50	1,090,250	M. & J.	Jan. '75 11	St. L. Alt. & T. Hante.100	2,800,000	.....	.....	Adams Express.....100	12,000,000	M. & J.	Mar. '75 2
Fitchburg.....100	4,000,000	J. & J.	Jan. '75 4	..... pref.100	2,040,000	.....	.....	American Coal.....25	1,500,000	M. & S.	Mar. '75 3
Georgia.....100	4,156,000	J. & J.	Apr. '74 4	St. Louis and Iron Mt.100	10,000,000	F. & A.	July '74 3	American Express.....100	18,000,000	J. & J.	July '75 3
Great Western, (Ca.).....100	19,237,404	A. & O.	Apr. '74 14	St. L. Kan. C. & North.100	12,000,000	.....	.....	Ashburton Coal.....50	2,500,000	J. & J.	Dec. '68 4
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 34	..... pref.100	12,000,000	.....	.....	Atlantic Mail Steamship100	4,000,000	M. & J.	Dec. '67 24
..... pref.100	5,073,224	Annual.	Aug. '70 7	Saratoga and Schenec.....100	300,000	A. & O.	Apr. '75 34				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,317	418,546	274,769	383,965	451,528	602,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,993	459,854	498,413	539,400	406,900		
Central Pacific:													
1873.....	592,223	571,836	875,763	949,568	1,380,922	1,138,273	1,272,510	1,271,623	1,254,659	1,285,567	1,293,957	1,037,992	12,734,729
1874.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,208	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1875.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,386,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1876.....			1,192,000	1,355,000									
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,354	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,294	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,423	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	566,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	520,758	7,420,421
1871.....	396,760	327,431	400,149	453,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,833	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,803	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,662,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,183	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Eric:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,556,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,555	19,548,617
1874.....	1,455,210	1,236,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743										
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,439	531,627	575,393	559,871	648,956	659,363	609,946	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	635,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	453,158	586,188	586,716									
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,233	17,699,935
1873.....	1,445,230	1,600,933	1,774,128	1,709,880	1,663,400	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,695	19,414,509
1874.....	1,569,750	1,363,356	1,491,280	1,518,123	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,592	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,983	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	362,187	326,891	378,880	467,990	511,447	453,573	387,827	4,755,958
1871.....	418,755	442,665	436,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	497,282	398,300	402,084	460,101	536,603	641,907	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	548,055	480,928	457,863	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284								
Mo., Kan. & Texas:													
1873.....	300,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	227,426	245,595	288,999	313,500				
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	268,298	243,077	304,527	293,655	263,807	292,646	292,640	323,963	364,374	381,021	309,597	296,013	
1875.....	249,250	243,624	310,903										
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,476	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,349	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,323	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639		
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575						

NATIONAL AND STATE SECURITIES.

Interest.						Interest.					
Amounts outstanding.		Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	Amounts outstanding.		Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities, June 1, 1875.											
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	100	Maine—(\$7,138,400):	222,000	6	Various.	'74-'78	101 1/2
Loan of February 8, 1861.....registered	13,786,000	6	Jan. & July.	1880	120 1/2	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'80-'89	101 1/2
.. .. coupon	4,629,000	6	"	1880	125	.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	1889	103 1/2
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	125	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	103 1/2
Loan of July 17, and Aug. 5, 1861.....registered	125,862,950	6	Jan. & July.	1881	120 1/2	Maryland—(\$10,741,215):					
.. .. coupon	63,458,400	6	"	1881	125	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
Loan of Feb. 25, 1862 (5-20s).....registered	3,067,100	6	May & Nov.	1882	117 1/2	.. Bonds to R. R. and Canals.....	828,222	6	"	1890	101
.. .. coupon	82,481,050	6	"	1882	117 1/2	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	1890	101
Loan of March 3, 1863.....registered	53,079,900	6	Jan. & July.	1881	120 1/2	.. Defense and Bounty Bonds.....	2,072,083	6	Jan. & July.	1883	109
.. .. coupon	21,320,100	6	"	1881	125	.. State Loans, 1870 and 1872.....	799,066	6	"	'86-'87	..
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	118 1/2	Massachusetts—(\$23,477,804):					
.. .. coupon	25,341,500	6	"	1884	118 1/2	.. State (public works) scrip.....	750,000	5	Various.	'74-'80	..
Loan of June 30, 1864 (5-20s).....registered	32,704,700	6	"	1884	118 1/2	.. Union Fund Loan, 1861.....	2,785,000	6	Jan. & July.	'74-'78	113
.. .. coupon	32,704,700	6	"	1884	118 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	..
Loan of March 3, 1865 (5-20s).....registered	118,747,350	6	May & Nov.	1885	119 1/2	.. Coast Defense Loan, 1863.....	883,900	5	"	1883	105 1/2
.. .. coupon	58,107,950	6	Jan. & July.	1885	121 1/2	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'84	104
.. .. 2d series (5-20s).....registered	144,555,150	6	"	1885	120 1/2	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102 1/2
.. .. 3d series (5-20s).....registered	88,613,250	6	Jan. & July.	1887	119 1/2	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'90	..
.. .. 4th series (5-20s).....registered	222,009,500	6	"	1887	124 1/2	.. Norwich and Worcester R. R. Bonds.....	400,000	6	Jan. & July.	1877	..
.. .. coupon	23,291,000	6	Jan. & July.	1888	120	.. B. H. & Erie R. R. Bonds.....	3,599,024	5	"	1900	..
Loan of March 3, 1864 (10-40s).....registered	141,514,900	5	Mar. & Sept.	1888	124 1/2	Minnesota—(\$250,000):					
.. .. coupon	53,651,400	5	"	1904	117	.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	..
Consols of July 14, '70 & Jan. 20, '71.....registered	203,358,150	5	F. M. A. & N.	1881	117 1/2	Missouri—(\$18,747,000):					
.. .. coupon	192,448,300	5	"	1881	117 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	102 1/2
Consols registered	..	4 1/2	F. M. A. & N.	1886	..	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	'87-'88	100 1/2
.. .. coupon	..	4 1/2	"	1886	..	.. Railroad Loan Bonds, 1864-'66.....	12,801,000	6	"	'74-'86	..
Consols registered	..	4	F. M. A. & N.	1901	..	.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	7	"	'76-'91	103
.. .. coupon	..	4	"	1901	..	.. State Institutions Loans.....	1,301,000	6	"	var.	97
Debt matured and without interest.....(var.)	7,375,816	..	..	Due.	..	New Hampshire—(\$3,914,165):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	..	Irred.	..	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	..
Certificates of Indebtedness 1870.....(cur.)	678,000	4	..	1875	..	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	103
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	122	.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	..
United States Notes.....	377,135,722	nat.	..	..	..	New Jersey—(\$2,696,300):					
Fractional Currency.....	43,615,773	"	..	..	..	.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	105 1/2
State Securities, latest dates.											
Alabama—(\$11,258,836):											
.. Bonds (old and extended), 1866 and '72.....	3,230,800	5	May & Nov.	'86-'92	28	New York—(\$36,530,400):					
.. Bonds (new), 1866, '68, '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	42 1/2	.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	..
.. State Bonds for Railroads.....	2,300,200	8	"	'90-'91	9 1/2	.. State (Deficiency) Stock of 1838.....	900,000	5	"	1875	110
.. Railroad endorsements.....	16,386,000	8	"	'90-'91	9 1/2	.. State (Deficiency) Stock of 1838.....	800,000	5	"	1878	110
Arkansas—(\$ 9,885,000):											
.. Funded Bonds, (\$4,400,000) 1869 and 70.....	2,850,000	6	Jan. & July.	'69-'00	28	.. State (Deficiency) Stock of 1838.....	345,107	5	"	pleas.	..
.. Levee Bonds, 1871.....	2,200,000	7	"	1891	..	.. State (Deficiency) Stock of 1838.....	1,189,781	6	"	pleas.	..
.. Deficiency Bonds, 1872.....	300,000	7	"	1892	..	.. Canal Stock.....	1,105,426	5	"	1874	..
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7	.. Canal Stock.....	111,200	4	"	'72-'73	..
California—(\$3,796,500):											
.. Civil Bonds 1857 and '60.....	1,689,000	7	Jan. & July.	'77-'80	112	.. Canal Stock.....	10,135,280	5	"	'74-'77	110
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'86	..	.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877	103 1/2
.. State Capital Bonds, 1871 and '7.....	500,000	7	"	'91-'92	..	.. Bounty Loan coupon.....	1,200,000	7	"	1877	103 1/2
.. Funded Debt of 1873.....	1,497,500	6	"	1893	..	North Carolina—(\$29,547,045):					
Connecticut—(\$5,096,900):											
.. War Loan, (10-30 yrs) of July 1, 1861.....	532,800	6	Jan. & July.	1881	100 1/2	.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	20 1/2
.. War Loan, (20 yrs) of Jan. 1863 and '64.....	2,232,500	6	"	'83-'84	..	.. Old or Ante-War Debt.....	5,639,400	6	April & Oct.	'72-'92	21
.. War Loan, (10-30 yrs) of Oct. 1, 1864.....	589,500	6	April & Oct.	1894	..	.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	12
.. War Loan, (20 yrs) tax free, of Oct. 1, '64.....	1,741,100	6	"	1885	..	.. Bonds issued since the war.....	1,559,000	6	April & Oct.	'92-'98	11 1/2
Delaware—(\$1,231,000):											
.. State War Debt.....	879,000	6	Jan. & July.	1885	..	.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	13
.. Railroad Aid (J. and Breakwater R. R.).....	352,000	6	"	1885	..	.. Special Tax Bonds.....	1,721,400	6	April & Oct.	'78-'00	12
District of Columbia—(\$4,790,000):											
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	..	Ohio—(\$8,211,062):					
.. Improvement (cur.) bonds.....	790,000	7	"	1902	..	.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	..
Florida—(\$6,645,763):											
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	..	.. Loan of 1860, sinking fund.....	1,585,900	6	"	1875	102
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890	..	.. Loan of 1860, sinking fund.....	4,074,817	6	"	1881	105
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903	..	.. Loan of 1865, sinking fund.....	2,400,000	6	"	1886	108
Georgia—(\$14,871,084):											
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	88	Oregon—(\$290,477):					
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874	..	.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	116 1/2
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86	..	.. Willamette Canal Bonds.....	200,000	7	"	1890	..
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	98	Pennsylvania—(\$24,999,785):					
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890	91	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	..
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'76-'86	..	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	..
.. Railroad endorsements.....	7,923,000	var	Various.	var.	84	.. Loan of May 1862, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	103 1/2
Illinois—(\$2,060,160):											
.. New Internal Improvement Bonds, 1847.....	962,445	6	Jan. & July.	1878	..	.. Loan of April 1853, coupon.....	238,000	5	"	1878	..
.. Refunded Stock Bonds, 1869.....	320,000	6	"	'77-'78	101	.. Loan of April 1861, registered.....	35,000	6	"	1878	..
.. War Loan Bonds, 1861.....	367,000	6	"	1880	102	.. Loan of Feb. 1867, reg. and coup.....	907,200	5	"	'74-'82	..
.. Chicago Relief Bonds 1871.....	250,000	6	"	1881	..	.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	"	'74-'82	..
Indiana—(\$4,898,815):											
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	..	.. Chambersburg certificates, registered.....	83,032	6	June & Dec.	1876	..
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	..	.. Loans of April 1872.....	500,000	6	April & Oct.	1876	..
Iowa—(\$543,050):											
.. War and Defense Fund Bonds, 1861.....	300,000	7	Jan. & July.	..	..	Rhode Island—(\$2,638,500):					
Kansas—(\$1,336,675):											
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	..	.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107 1/2
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	"	'76-'89	..	.. .. of 1863.....	206,000	6	April & Oct.	1883	103
Louisiana—(\$22,308,800):											
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	36 1/2	.. .. of 1863.....	668,000	6	Jan. & July.	1893	..
.. Relief (Treasury) Bonds 1865.....	5,750,000	6	May & Nov.	'86-'07	..	.. .. of 1864.....	746,000	6	Feb. & Aug.	1894	..
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	..	South Carolina—(\$20,650,235):					
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	37	.. State House, Stock and Bonds '56-'63.....	953,438	6	Jan. & July.	pleas.	31 1/2
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	34	.. Fire Loan Stock of 1838.....	303,344	6	J. A. J. & O.	1870	..
.. Levee Bonds, 1870.....	2,960,000	8	Mar. & Sept.	1875	38	.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	31
.. Funded Floating Debt 1870.....	2,960,000	6	May & Nov.	1910	35	.. Fire Loan Bonds of 1838.....	481,944	5	"	1868	..
.. State Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	36	.. New State House Bonds 1853-'66.....	298,000	6	"	'71-'86	..
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	34	.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	'74-'78	..
.. Bonds for Railroads (var.).....	5,202,000	8	Various.	'99-'10	..	.. Funding Bonds, 1868.....	930,000	6	"	'87-'97	..
.. Miss. & Mex. Gulf Ship Canal Bonds.....	480,000	7.3	Mar. & Sept.	1889	..	.. .. 1869.....	1,631,000	6	April & Oct.	1888	..
Michigan—(\$1,622,134):											
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	105	.. .. 1869.....	1,189,400	6	Jan. & July.	1888	..
.. Renewal Loan Bonds, 1868.....	105,000	6	"	1878	105	.. .. 1869.....	2,030,000	7	"	1888	..
.. Two Million Loan, 1863.....	1,032,000	6	"	'73-'83	106	.. Conversion Bonds 1869.....	7,666,500	6	"	1888	31
.. War Bounty Bonds, 1865.....	365,000	7	May & Nov.	1890	110	.. .. 1870.....	343,000	6	April & Oct.	1889	30
Maine—(\$7,138,400):											
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	101 1/2	.. Railroad Aid Bonds.....	4,797,608	6	Various.	'69-'89	..
.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	'80-'89	101 1/2	Tennessee—(\$20,966,352):					
.. War (Municipal Equalization).....	3,083,900	6									

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:	\$						Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7 1/2	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8 1/2	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbg.).....	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,678,000	8 1/2	"	"	1889	....	Dollar Bonds (Western R. R.).....	660,000	6	April & Oct.	"	1875	99 1/2
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Current bonds of Feb. 1, 1872.....	4,790,000	7	Feb. and Aug.	"	91-9	100 1/2
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	86
Alabama Central:							1st Mortgage (Equalization).....	248,000	7 1/2	"	"	1889	92 1/2
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	168,000	7 1/2	"	"	1890	92 1/2
Albany and Susquehanna:							Equipment Mortgage.....	356,000	8	Apr. and Oct.	"	1881	85
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	104 1/2	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	90 1/2
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	Consol. Mortgage for \$2,000,000.	756,500	7 1/2	Apr. and Oct.	Boston.	1892	103 1/2
Albany Loan.....	933,000	6	"	"	1886	....	342,400	6	"	"	1888	....
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1890	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Berdell).....	15,000,000	7 1/2	Jan. and July.	New York.	1900	86
General Mortgage.....	3,918,000	7.3	Jan. & July.	New York.	1896	97	1st Mortgage, guar. by Erie.....	5,900,000	7 1/2	"	"	1900	85
Special Mortgage to Penn.....	3,800,000	5	January.	Harrisburg.	....	....	Mesa, L. (see'd by \$4,000,000 Ber.)	3,600,000	7 1/2	"	Boston.	1899	....
1st M., E. Ext., guar. by P. R. R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	88	Boston and Lowell:						
Funding Income Bonds (guar.)	5,900,000	7 1/2	"	"	1894	52	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
American Central:							Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	100 1/2
1st Mort., guar. by C., B. & Q.	686,000	8	Jan. & July.	New York.	1878	....	Boston and Maine:						
Androscoggin:							Bonds of 1893 (coup. and reg.)..	2,554,500	7	Jan. and July.	Boston.	1893	108
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7 1/2	Jan. & July.	Lond. or Ams.	1891	....	Brunswick and Albany:						
Ashtabula, Youngstown & Pitts.:							1st Mort. (gold) end. by G. tax fr.	3,530,000	6 1/2	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,509,000	7 1/2	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7 1/2	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,044,000	7 1/2	Jan. & July.	New York.	1899	73	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,383,000	7 1/2	April & Oct.	Boston.	1900	70	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7 1/2	Jan. & July.	"	1902	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1885	....
Consolidated Mortgage (gold).....	976,000	7 1/2	April & Oct.	N. Y. or Bos.	1903	37 1/2	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	102
Income bonds.....	475,000	12	"	"	....	97 1/2	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1900	52	Buffalo, New York & Phila.:						
Atlantic and Great Western:							1st Mortgage.....	2,296,000	6 1/2	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	14,922,200	7 1/2	Jan. & July.	N. Y. or Lond.	1902	....	2d Mortgage for \$1,600,000.....	281,500	10	"	"	1893	....
2d Mortgage (gold).....	10,173,679	7 1/2	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
3d Mortgage (gold) Income.....	28,783,000	7 1/2	May & Nov.	"	1902	....	1st Mortgage, etc., skg. fund.....	5,430,000	7 1/2	May & Nov.	N. Y. & Lond.	1910	81 1/2
Atlantic and Gulf:							1st Mort., (gold) Mil. Div.....	2,200,000	7 1/2	Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Rurlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	4,695,050	7	April & Oct.	N. Y. & Bos.	1898	104 1/2
2d Mortgage (S. Ga. & Fla. R. R.)	290,000	7	"	"	1889	....	Stock Bonds pref. 3d lien.....	441,000	8	Jan. & July.	Boston.	1878	....
Atlantic and Lake Erie:							Stock (common) Bonds.....	321,500	8	April & Oct.	N. Y. & Bos.	1879	108
1st Mort. (gold) for \$5,000,000.....		7 1/2	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	100 1/2
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	417,000	8	"	"	1889	....
1st Mortgage for \$15,000,000.....	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:						
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	101 1/2
Atlantic and Pacific:							Bonds convertible until 1892.....	600,000	8	"	Boston.	1883	94 1/2
Land Mortgage gold bonds.....	2,929,000	6 1/2	Jan. & July.	New York.	1888	....	Burlington and Southwestern:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6 1/2	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6 1/2	Jan. & July.	"	1888	80	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) gold.....	1,190,000	6 1/2	May & Nov.	"	1891	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7 1/2	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6 1/2	"	"	1901	....	Cairo and St. Louis (3 ft. gauge):						
Equipment Bonds.....	738,000	10	June & Dec.	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Income Bonds (for funding).....	629,800	6 1/2	"	"	1883	....	Cairo and Vincennes:						
Land Debentures.....	800,900	10	J. A. J. & O.	"	1884	....	1st Mortgage, gold.....	3,500,000	7 1/2	April & Oct.	N. Y. & Lond.	1900	....
Atlantic and St. Lawrence:							2d Mortgage.....	1,500,000	7 1/2	Jan. & July.	"	1898	....
Sterling bonds (not Mort.) of 1853.	484,000	6 1/2	May & Nov.	London	1878	....	California and Oregon (Gen. Pac.):						
2d Mortgage (sterling) of 1864.....	1,500,000	6 1/2	April & Oct.	"	1884	....	1st Mortgage (gold).....	6,000,000	6 1/2	Jan. & July.	New York.	1890-91	....
3d Mortgage (sterling) of 1871.....	713,000	6 1/2	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1883	....	1st Mortgage, sinking fund.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
Avon, Gansco & Mt. Morris (C. S. F.)							Extension, or 2d Mortgage.....	3,500,000	7 1/2	"	"	1889	....
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1882	....	First Income b'nds.....	1,600,000	10 1/2	"	"	....	....
Bald Eagle Valley:							2d Income, or double track b'ds	1,600,000	6 1/2	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Camden and Amboy:						
2d Mortgage.....	100,000	7	"	"	1884	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	100
Baltimore and Ohio:							Loan of 1889.....	898,000	6	June & Dec.	Princeton.	1889	90 1/2
Loan of 1858-80.....	579,508	6	Jan. & July.	Baltimore.	1880	103	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103
Loan of 1885-95.....	1,710,500	6	April & Oct.	"	1885	103	Sterling Loan, S. F. (£262,000).	1,288,000	6 1/2	Feb. & Aug.	London.	1880	....
Loan of 1885-90 (Balt.) skg. fd.....	3,352,246	6	Jan. & July.	"	1890	....	Camden and Atlantic:						
Loan of 1870-96 (etc.) skg. fund.....	3,525,456	6 1/2	March & Sept.	London.	1895	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	106
Loan of 1872-1902 (etc.) S. F.....	9,374,112	6 1/2	"	"	1902	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	107 1/2
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6 1/2	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	91
1st Mortgage (R. R.) gold guar.....	3,000,000	6 1/2	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd) g'd for \$9,000,000	9,000,000	7 1/2	Jan. & July.	New York.	1906	52
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	85
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7 1/2	Jan. & July.	....	1902	....
Belfast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	75
Belleville and Snow Shoe:							2d Mortgage-Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	"	"	1883	....	Carthage and Burlington:						
Belleville and Indiana:							1st Mort., guar. by C., B. and Q.	603,500	8	May & Nov.	New York.	1879	104
1st Mort. ass'd by C. C. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97	1st Mortgage (new).....	1,300,000	7 1/2	"	"	1900	104
Beioit and Madison (C. & N. W.)							Chattel Mortgage.....	209,850	5	May and Nov.	"	188-89	....
1st Mortgage (guaranteed).....	300,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7 1/2	June and Dec.	New York.	1900	75
1st Mortgage (guar. by C. & O.)	1,000,000	6	June & Dec.	New York.	1877	95	Cazenovia and Canastota:						
2d Mortgage.....	498,500	6	March & Sept.	Philadelphia.	1885	94	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	90	Oceder Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	85
1st Mortgage.....	240,000	8 1/2	Jan. & July.	....	1903	....	1st Mort. (W. to Minn. Line)....	1,384,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Rrv. (C. & N.W.)	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	....	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	91	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	98
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Governm't's aid.	1,000,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	477,000	8	March & Sept.	New York.	1889	....
Central of Georgia:							1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
General Mort. for \$5,000,000.....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Mason & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	2d Mort. (")	1,191,000	7	April & Oct.	"	1884	77
Central of L. I. (Flush., N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1885	85
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
1st Mort. (Central R. R. Exten.)	200,000	7	"	"	1903	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	80
Central of New Jersey:							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
Convertible bonds of 1872.....	4,770,700	7	May & Nov.	New York.	1902	108	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	87
1st Mort. (New) for \$5,000,000.....	6,000,000	7	Feb. & Aug.	"	1890	112	1st Mort. (Iowa and Dak. Div.)	1,000,000	7	"	"	1899	78
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	109
Loan of Loh. C. & Nav. Co. (san'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	2d Mort. (")	1,315,000	7.5	"	"	1898	93
Consol. Mort. for \$25,000,000.....	6,063,900	7	"	New York.	1899	105	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1892	76
Central Ohio (B. and O.)							1st Mort. (Mil. and Western).....	234,000	7	Jan. & July.	"	1891	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	90	Real Estate Purchase.....	148,500	7	"	"	....	....
Central Pacific of California:							Equipment and Bridge Bonds.....	245,000	10	June & Dec.	"	1883	....
1st Mort., 30 years bonds, (gold).	25,888,000	6	Jan. & July.	New York.	'95-'99	103	Consol. Mort. for \$35,000,000....	897,600	7	Jan. & July.	"	1904	75
Convertible 50 years bonds, gold	1,453,000	7	"	"	1883	100	Chicago and Northwestern:						
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	105	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	104
2d Mort. (Governm't Subsidy)	23,385,000	6	"	U.S. Treasury.	'95-'99	101	General 1st Mortgage (193 m.)	3,588,000	7	"	"	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	97	Funded coupons (193 m.).....	743,300	7	May & Nov.	"	1883	101
1st Mort. (Calif. & Oregon) gold	6,000,000	6	"	"	1888	33	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	"	1885	....
1st Mort. (S. Fr. Okld. & Ala.)	500,000	8	"	"	1890	....	Green Bay Ext. (26 m. & 76,000 a.)	282,000	7	"	"	1885	....
1st Mort. (San Joaquin V.D.) gold	6,030,900	6	April & Oct.	"	1900	92	1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	"	"	1882	106
Land bonds (Cen. Pac. Co.) gold	8,896,900	6	"	"	1890	....	Elgin and State Line.....	128,000	6	Jan. & July.	"	1878	....
Central Vermont:							Mississippi River Bridge.....	190,000	7	"	"	1884	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	"	1898	95
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	6	Consol. skg fund (C. & N.W. R'y)	3,280,000	7	F. M. A. & N.	"	1915	94
1st Mort. (Stam., Sheff. and Chi.)	503,930	7	Jan. & July.	"	1887	15	General Consol. Gold Bonds.....	8,995,000	7	June & Dec.	"	1902	52
Income and Extension Bonds.....	1,098,900	8	May & Nov.	"	1902	54	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'76-'77	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Equipment Mort. (")	1,000,000	8	"	"	1889	60	2d Mort. (Mil. & Chi. R. R.) guar.	97,500	7	"	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	60	1st Mort. (Chic. & Mil. R. W.) guar.	1,642,000	7	Jan. & July.	"	1898	98
Mississippi R.R. (")	500,000	7	"	"	1891	39	1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	"	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	Chicago, Portland and Superior:						
Charleston and Savannah:							1st M., s.f. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7	June & Dec.	New York.	1902	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:						
Franchised Interest on 1st Mort.	187,400	7	"	"	1889	....	1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.)						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage \$20,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chi., Pekin & Southw'n (C.B. & Q.)						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chesaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	111
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Chi. & Southw'n (C. R. R. & Pac.)						
Cherry Valley, Sharon and Alb.							1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
Chesapeake and Ohio:							Chicago, Wisconsin & Canada:						
1st M. (gold) skg. fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	40	1st Mort. gold, skg. fd for \$10,000.	.....	7	Jan. & July.	New York.	1902	....
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cqn.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	918,000	6	"	"	1884	....	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....
Income (") coupon.....	300,000	8	"	"	1876	....	Chillicothe and Brunswick:						
Franchised Interest, coupon.....	180,500	8	"	"	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chesapeake:							Cincinnati and Baltimore:						
Coupon bonds (no Mort.).....	803,800	6	Jan. & July.	Boston.	'75-'80	93	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	90
Chester Creek (Phl. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamara:							2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	3d Mortgage of 1867.....	400,000	8	June & Dec.	"	1877	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	....	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	113	Cincinnati, Lafayette and Chi.						
2d Mortgage income.....	1,087,000	7	April & Oct.	"	1883	102	1st Mortgage.....	1,121,000	7	March & Sept.	New York.	1901	53
Consol. Bonds (\$200 stig. each).	2,919,900	6	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	101	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	93	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,569,000	8	Jan. & July.	New York.	1883	115	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	2d Mortgage " " "	65,000	7	"	"	1889	....
Loan of 1872.....	3,643,675	7	Jan. & July.	Boston.	1896	105	Cinc. Rich. & Ft. Wayne (G. R. & I.)						
Consol. Mortgage for													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,320,000	8	May and Nov.	New York.	1902	....
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	101	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	105	1st Mortgage for \$22,000 p.m.	1,824,000	8	Jan. & July.	New York.	1891	...
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'de (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	106	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	103	2d Mortgage, (coupons) guar.	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	860,000	7	April & Oct.	"	1886	100	1st Mortgage (on Branches)	875,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1880	....
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	49	2d Mortgage (")	1,000,000	8	"	"	1876	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	14	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.	3,893,000	7	"	"	1890	...	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1898-98	68	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1898	....
2d Mort. (")	244,400	7	Jan. & July.	"	1898	...	2d Mort. (")	100,000	8	Feb. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1880	...	3d Mort. (")	250,000	8	Feb. & Aug.	"	1846	...
1st M., s.f. (")	39,850	7	May & Nov.	"	1898	...	Bonds of Sept. 1, 1868	110,000	7	March & Sept.	"	1880	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	...	Bonds of June 30, 1866	1,702,317	6*	Jan. & July.	"	1886	...
2d Mort. (")	821,000	10	May & Nov.	"	1904	...	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	...	1st Mortgage Aug. 1, 1868	924,000	7	Feb. & Aug.	New York.	1876	102
2d Mortgage (Ind. Central)	660,500	7	"	"	1882	...	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	...	1st Mort. guar. by C., B. and Q.	750,000	8	Jan. & July.	New York.	1889	162
Income (")	74,024	7	"	"	1905	...	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	...	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	100
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	...	1st Mortgage	450,000	7	April & Oct.	New York.	1885	....
Columbus and Hocking Valley:							1st Mortgage	78,500	7	Jan. & July.	"	1882	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	...	1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	...	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,600,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama	400,000	8	Jan. & July.	....	1880	....
New Mortgage for \$1,500,000	652,000	7	April & Oct.	Boston.	1893	96	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	292,100	6	June & Dec.	"	1876	...	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes	634,000	7	"	"	1876-81	90	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1876	90	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	106
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	98
Connecticut Valley:							2d Mortgage	190,000	4	"	"	182-87	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	95,000	6	Jan. and July.	"	1886	....
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	180-85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1876	....
1st Mort. A.B.C.D. & E. \$200,000 each	991,000	6	March & Sept.	Philadelphia.	123.4	95	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	85
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-78	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867-87	969,000	7	March & Sept.	"	1887	904
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868-78	1,000,000	6	March & Sept.	"	1888	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1869-79	500,000	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1872-82	1,553,000	7	various	"	1882	914
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-83	878,900	6	March & Sept.	"	1893	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	New Bonds	1,000,000	7	"	"	1892	....
Cumberland Valley:							Stealing Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage	109,500	8	"	"	1908	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds	81,800	6	"	"	1884	....	2d Mortgage	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-72	400,000	7	"	"	1890-92	...	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	1634
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	65
2d Mortgage	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York	1897	1004
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	...	2d Mortgage, extended	2,174,000	7	March & Sept.	"	1879	98
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1882	92
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	...	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	884
Dayton and Michigan (C.O. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	89
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	445,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,900,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
3d Mortgage, guar.	361,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000	12,076,000	7*	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.	108,500	7	March & Sept.	"	1886-94	...	2d Consol. Mort. for \$40,000,000	14,400,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds	10,000,000	7*	J. A. J. and O.	London.	1903	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	....	1st Mortgage	262,200	7	Jan. & July.	New York.	1882	....
Income Bonds	252,445	6	"	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage (")	495,000	6*	Jan. & July.	"	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	....
Delaware (P. W. and Balt.):							New Mortgage for \$6,000,000	...					
1													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104 1/2
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,375,000	7	April & Oct.	"	1895	60
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)...	290,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,600,000	6*	"	London.	"	....	Sterling Bonds, Sinking Fund..	4,792,000	6*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	104
Port Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	560,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Port Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	560,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	31
Framingham and Lowell:							1st Mortgage Extension gold....	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	....
Frederick and Pennsylvania Line:							Indianapolis and Madison:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Freemont, Elkhorn & Mo. (S.C. & P.):							Indianapolis & Vincennes:						
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1903	....
Galena & Chic. Union (C. & N.W.):							2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100 1/2	International and Gt. Northern:						
2d Mortgage.....	940,000	7	May & Nov.	"	1875	102 1/2	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	62
Galv., Harrisburg & San Antonio:							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7*	Jan. & July.	"	1900	....
Galveston, Houston & Henderson:							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1900	88	Indianapolis, Cin. and Lafayette:						
Geneva, Ithaca and Athens:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Georgia (and Banking):							Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	78-'83	....
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta	74-'90	....	Equipment Bonds, registered....	375,000	10	"	"	1883	....
Ulm, Clinton & Springfield:							1st Mort. (Ind'polis & Cin.) 1868.	1,600,000	7	April & Oct.	"	1884	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	77-'82	....
Goshen and Deckertown (Brie):							Indianapolis and St. Louis:						
1st Mortgage.....	244,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids and Indiana:							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold....	4,600,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	2,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
Grand River Valley (Mich. C.):							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	96	Ionia and Lansing (D. L. & L.M.):						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	92	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand Trunk (Ca.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Falls and Sioux City:						
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Iowa Midland (C. & N. W.):						
1st Preference Bonds £3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	85
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	Iron (Penn.):						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Provincial Debenture's £3,111,500	15,567,500	"	"	Ottawa.	"	....	Ithaca and Athens (Penn.):						
Great Western of Canada:							1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	96
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	77-'78	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	104 1/2
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	83
Debenture Bonds £1,743,160....	8,715,500	5	Jan. & July.	"	Perp.	....	2d Mortgage guar.....	294,000	8	March & Sept.	"	1878	....
Great Western Railway of 1859:							Consolidated Mortgage (236 m.)	1,884,000	8	"	"	1891	92 1/2
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	78 1/2	Jacksonville, North West & S. East:						
2d Mort., " " " " " " " "	1,600,000	7	May & Nov.	"	1893	67	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Green Bay and Minnesota:							Jacksonville, Pensac. and Mobile:						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Greenville and Columbia:							2d Mortgage.....	3,000,000	8	"	"	1890	....
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	James' & Frank (L.S. & M. So.):						
1st Mortgage not guaranteed.....	376,765	7	"	"	81-'86	....	1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
Greenwich and Johnsonville:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	188,000	7	May & Nov.	New York.	1889	....	Jefferson (Brie):						
Gulf, Western Texas and Pacific:							1st Mort. (Hawley Section).....	294,000	7	Jan. & July.	New York.	1887	90
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	2d Mort. (") " " " " " "	84,000	7	"	"	1889	....
Hannibal and Naples (T. W. & W.):							1st Mort. (Carbondale Section)....	2,000,000	7	"	"	1889	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	50	Jeffersonville, Madison & Indian:						
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal & Cent. Mo. (T. W. & W.)							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	72	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	250,000	7	"	"	1892	....	Jersey City and Albany:						
Hannibal and St. Joseph:							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	100 1/2	1st Mortgage (Ridgely Park)....	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	"	"	77-'94	96 1/2	Joliet and Chicago (C. & Alton):						
Fifteen years' bonds (277 m.)...	2,714,000	8	March & Sept.	"	1885	83 1/2	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
1st Mort. (Q. & Palm. R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction, Philadelphia:						
1st Mort. (Conn. 95.04 m.) skg f'd.	1,574,500	7	Jan. & July.	"	1886	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	94 1/2
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	80
Harlem Extension:							Junction and Breakwater:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage, guar. by Pa. R.R....	700,000	6	Jan. & July.	Philadelphia.	1883	101	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	96
Hartford, Providence and Fishkill:							Kalamazoo and Schoolcraft:						
1st Mort. (R. L. 26.32 m.) skg fund	481,0												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankl't)	39,000	6	"	"	73-78	....
2d Mort. (") gold....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Lousv., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	83
Kentucky and Great Eastern:							Louisville Loan.....	849,000	6	"	"	86-87	....
Bonds for \$2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Keokuk and Des Moines:							Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisv. N. Al. & St. Lo. Air-Line:						
Funded Interest.....	254,300	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B. & Q.):							Macon and Augusta:						
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
La Crosse, Trempeleau & Prescott:							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Lat. Blooming. & Miss. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lat. Muncie & Bloom. (T.W. & W.):							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	60	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
Lake Erie and Louisville:							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	Madison and Portage:						
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Ontario Shore:							Maine Central:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
Lake Shore & Michigan South'n:							\$1,100,000 Loan, tax free.....	756,800	7*	Jan. & July.	"	1898	91
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Reg'd.....	6,118,000	7	J. A. J. & O.	"	1900	102	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Consol. Mort., S.F., Coupur.....	8,471,000	7	Jan. & July.	"	1900	103	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	56
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	95	1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Bonds of 1892 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	June & Dec.	Boston.	1895	....
Lake Shore Dividend Bonds:							2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
Reg. Mort. (Clev. Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	106	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	103	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	106	Mansfield & Framing. (B.C. & F.):						
2d Mort. (")	2,692,000	7	"	"	1877	100	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	94
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	Marietta and Cincinnati:						
2d Mort. (")	819,000	7	April & Oct.	"	1886	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107
Mort. Bonds (")	300,000	7	March & Sept.	"	1888	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	92
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898	102	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	79
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	102	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	Marietta, Pittsburg & Cleveland:						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	95	Marquette, Houghton & Ontonagon:						
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	....	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
2d M. (")	500,000	7	June & Dec.	"	1894	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Lake Shore & Tuscarawas Valley:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Massachusetts Valley (O. & P. R.):						
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	....	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Maryland and Delaware:						
Lake Superior & Mississippi:							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	Massillon & Clev. (C.M. V. & D.)						
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):							Maysville and Lexington:						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Memphis and Charleston:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
Leaven. Lawrence & Galveston:							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	Tennessee State Loan.....						
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	1,814,142	6	"	"	"	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	109	1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York.	1890	100
General Mort. for \$40,000,000..	6,000,000	6*	June & Dec.	London.	1923	....	Michigan Central:						
Lewish. Centre & Spruce C. (P. & E.):							1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	....
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage sinking fund conv.	2,073,000	8	"	"	1882	112
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific):	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	20,000,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000.....	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.):	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
1st Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	2,640,000	7*	Jan. & July.	.....	1900	....	2d Mort. endorsed by Louisiana.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouchita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	690,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H. C.):						
Tennessee State Loan.....	430,547	6	.....	"	.....	....	1st Mort. for \$300,000, guar.....	5,936,626	6	May & Nov.	New York.	1883	101
Mississippi Valley and Western:							Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	"	1876	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	974
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate (")	182,000	6	"	"	1883	991
Missouri, Kansas and Texas:							Bonds of 1864 renewed (")	2,431,000	6	June & Dec.	"	1887	102
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	111
1st Mort. (Tebco & Neesho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	1st Mort., coup. } for \$3,000,000	3,904,000	7	Jan. & July.	"	1903	117
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., reg'd } for \$2,000,000	9,733,333	6*	"	London.	1903	115
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consolidated Mort. of 1872....	6,822,000	7	May & Nov.	"	1900	110
Mobile and Girard:							N. York, Housatonic & Northern:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage.....	300,000	8	"	"	1889	....	New York, Kingston & Syracuse:						
Plain bonds.....	33,500	8	"	"	1887	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:							New York, N. Haven & Hartford:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. (N. Y. and N. Haven)	1,059,000	6	April & Oct.	New York.	1875	101
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	"	1903	....
Mobile and Ohio:							New York and Oswego Midland:						
1st Mortgage Sterling.....	5,732,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Interest bonds.....	1,532,000	8	"	"	Mobile.	'76-'83	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Sterling Interest bonds.....	769,920	6*	"	"	London.	1883	2d Mortgage non-convertible ..	1,500,000	7	"	"	1896	....
Tennessee Subsidy Bonds.....	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Special Mort. (Gainesville Br.)	63,000	8	May & Nov.	Mobile.	.....	....	1st Mort., (West. Extension)....	2,425,000	7	.....	"	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....	847,975	7*	Jan. & July.	N.Y. & Lond.	1904	....	New York, Providence & Boston:						
Convertible 5 per cent. bonds..	1,800,000	7*	March & Sept.	New York.	....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. and O. Mid.):							Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guar.....	700,000	7	.....	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage.....	888,400	7	.....	"	....	....	General Mort. for \$1,000,000....	827,000	7	Jan. & July.	"	1899	....
Income Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A.M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Eufaula:							2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	225,500	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	110	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	107	1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	90
Convertible bonds.....	353,000	7	Jan. & July.	"	1900	100	North Pennsylvania:						
Construction bonds of 1871.....	640,000	7	Feb. and Aug.	"	1889	106	1st Mortgage.....	1,900,000	6	Jan. & July.	Philadelphia.	1885	102
Gen'l M. (lat on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	105
Special Mortgage.....	1,029,000	7	"	"	1915	102	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	104
Consol. mort. for \$25,000,000 guar	1,450,000	6	Jan. & July.	New York.	'74-'83	82	General Mortgage.....	436,500	7	Jan. & July.	"	1903	105
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent):						
1st Mort., endorsed by Tenn.....	1,000,000	4	"	"	'81-'91	....	1st Mortgage.....	153,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy):	5,800,000	7	"	"	1913	....	Northern Central:						
New Mortgage.....	2,100,000	7	Jan. & July.	New York.	1900	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.)							2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore.	1885	99
1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	90
2d Mortgage gold.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....	Income coupon.....	3,000,000	7	Jan. & July.	Baltimore.	1900	99
Newark & New York (C. of N.J.):							Consol. Mort. coupon.....	2,599,000	6*	April & Oct.	"	1900	....
1st Mortgage guar.....	800,000	7*	May & Nov.	New York.	1889	....	Consol. Mort. registered.....	205,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Newark, Somerset & Straitville:							Consol. General Mort. S. F.	2,000,000	7	Jan. & July.	Jersey City.	1878	....
1st Mortgage gold.....	172,500	6	Jan. & July.	Boston.	1881	98	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1900	19
1st Mort. (New Bed. & Taunton)	350,000	7	"	"	1894	107	Northern Pacific:						
New Haven and Derby:							1st Mort. on R.R. & lands gold...	30,097,600	7.3	Jan. & July.	Baltimore.	1885	101
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	101
New H. Middle'n & Willman:							Northwestern Union (C. & N.W.):						
2d Mortgage.....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
New Haven and Northampton:							Norwich & Worcester (B.H. & E.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	Construction Bonds.....	150,000	7	"	"	1877	....
Holyoke and Westfield bonds..	200,000	7	"	"	1891	....	Nyack and Northern:						
New Jersey Midland (N.Y. & O.M.):							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Ogdensburg and Lake Champlain:						
2d Mortgage.....	1,500,000	7	"	"	1881	....	Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93
New Jersey and New York:							Equipment Mortgage.....	200,000	8	"	"	1879	....
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	98
New Jersey Southern:							Ohio and Mississippi:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	28	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	96
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	Consolidated S. F. Mortgage...	3,556,000	7	"	"	1898	97
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	Consolidated Mort., Sterling...	112,000	7*	"	London.	1898	....
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oct.	"	1903	....	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	74
Income Mortgage.....	750,000	7	"	"	1881	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
New Jersey West Line:							Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
1st Mort. gold, for \$3,000,000...	3,000,000	7*	May & Nov.	New York.	1900	....	1st Mort. (Springfield Division)	3,000,000	7	May & Nov.	"	1905	....
2d Mortgage.....	300,000	6	April & Oct.	New York.	1885	....	Om Creek and Allegheny River:						
New London Northern (Cen. Vt.):							1st Mortgage (O. C. R. R.).....	530,000	7	April & Oct.	Philadelphia.	1886	83
1st Mortgage.....	500,000	7	June and Dec.	"	1892	....	1st Mort. (Warren & Franklin)	1,500,000	7	Feb. & Aug.	"	1882	83
2d Mortgage.....	500,000	7	"	"	1892	....	1st Mort. (Union & Titusville)	500,000	7	Jan. & July.	"	1880	....
							Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	61

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	100½	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884	101½
Plain Bonds	32,000	5	"	"	1884	....	Loan of 1866	400,000	6	April & Oct.	"	1876	....
Plain Bonds	458,000	6	April & Oct.	"	1875	....	Loan of 1867	1,000,000	6	"	"	1887	....
Plain Bonds	1,388,000	7	Feb. & Aug.	"	1877	102	Loan of 1872	500,000	6	"	"	1892	....
New Bonds for \$3,000,000	1,192,000	7	March & Sept.	"	1894	108	Pickering Valley (Phila. & Rdg.):						
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	....	1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Northwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. Land Grant, Gold	16,000 pm	7.3*	Jan. & July.	New York.	1901	....	1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia.	1890	....
Omaha and Southwestern:							1st Mort. (Steub. & Ind.) conv. ..	3,000,000	6	Monthly.	New York.	1884	....
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	93½	Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	76
Orange, Alex. and Manassas—							Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913	....
See Wash. C. Va. Mid. & Gt. So.							Pittsburg, Ft. Wayne & Chicago:						
Oregon and California:							1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	112
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
Osaage Valley & Southern Kansas:							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
Oswego and Rome (B.W. & O.):							2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	108
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K)	860,000	7	April & Oct.	"	1912	....
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series L)	860,000	7	May & Nov.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series M)	860,000	7	June & Dec.	"	1912	....
1st Mortgage guar. by C.B. & Q.	1,194,000	8	Jan. & July.	N.Y. & Bost.	1900	89	2d Mortgage	2,000,000	7	April & Oct.	"	1912	105
Owensboro* and Russellville.							Bridge (O. & P. R. R.) bonds ..	27,500	7	May & Nov.	Philadelphia.	1876	....
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):							Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	95	Pittsburg, Va. and Charleston:						
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	80	1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	....	Pittsburg, Wash'ton & Baltimore:						
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	92
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Carondelet Branch) ..	500,000	6*	April & Oct.	"	1893	80	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Leav. Atch. & N.W.) ..	500,000	7	"	"	1889	....	Real Estate Mortgage	100,000	6	"	Baltimore.	1883	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	Port Huron and Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	Portland & Ogdensb. (Me. & N.H.):	800,000	6*	Jan. & July.	Boston.	1900	....
Paris and Decatur:							Consol. Mort. gold, for \$3,300,000	3,300,000	6*	May & Nov.	"	1901	....
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Portland and Ogdensburg (Vt.):						
Paterson and Newark (Erie):							1st Mortgage gold, for \$2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....	Portland and Oxford Central:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Rochester:						
Pemberton & Hights (U.C. of N.J.):							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
Peninsular (Mich.) Railway:							2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	Port Royal (S. C.):						
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	....	1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
Pennsylvania:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	Portsmouth, Gt. Falls & Conway:						
General Mortgage (coup. & reg.)	19,334,700	6	J. A. J. & O.	Philadelphia.	1910	102	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1893	82½
Consolidated Mortgage	14,550,000	6*	Jan. & July.	London.	1905	....	Poughkeepsie and Eastern:						
State lien for \$7,500,000, skg f'd	5,201,675	5	April & Oct.	Philadelphia.	75-90	....	1st Mort. gold, conv. & tax free ..	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania Coal:							2d Mortgage	78,000	7	"	"	....	....
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....	Providence and Worcester:						
Pennsylvania and Delaware:							1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage	1,088,000	7	Feb. & Aug.	Philadelphia.	1903	....	Stoughton Branch bonds	1,000,000	6	"	"	....	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....	Quincy, Alton and St. Louis:						
Pennsylvania & New York (L.V.):							1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	107½	Quincy and Palmyra:						
1st Mortgage guaranteed	1,500,000	7	"	"	1906	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Peoria & Bureau Val (C.R.I. & P.):							Quincy and Toledo (T.W. & W.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	60
Peoria & Hannibal (O.B. & Q.):							Quincy & Warsaw (C.B. & Q.):						
1st Mortgage, traffic guarantee ..	590,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed	776,000	8	Jan. & July.	Boston.	1890	....
Peoria, Pekin and Jacksonville:							Reading and Columbia (P. & R.):						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	"	1900	....	2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	....
Peoria and Rock Island:							Rensselaer and Saratoga:						
1st Mort. gold, conv. & tax free ..	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....	2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	111
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....	3d Mortgage	150,000	7	"	"	1887	....
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	91	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
Petersburg:							1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	....
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	79-98	....	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	....
2d Mortgage	500,000	8	"	"	1902	....	Richmond and Danville:						
Philadelphia and Baltimore Cent.:							Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State guar. bonds	167,800	6	"	"	1875	....
1st Mortgage (Md. Div. 9½ m.) ..	300,000	6	"	"	1891	....	1st Mort. (Piedmont Branch)	500,000	8	"	"	1888	....
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	....	1st Mort. (Northwestern, N.C.) ..	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Philadelphia and Erie (Penn.):							Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	75-90	72
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102	Rich. Frederickburg & Potomac:						
1st Mortgage	5,000,000												

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	R.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	348,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M.(W.D.)land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	104	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort. endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series K).....	1,700,000	7	"	"	1884	72	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,900	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	80
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	91	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. (").....	4,622,000	7*	May & Nov.	"	1897	55	South Side, V. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1895	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	90	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M.(Evans, D.)gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	2,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	600,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie June. (E.):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Esuq. (D. & H. Can.)							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	280,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	65
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	52
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1888	45
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$2,200,000.....	1,500,000	7	May & Nov.	"	1910	40

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$ 59,700	7	Jan. & July.	Troy.	1878	---	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	92
Troy and Boston							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	---	2d Mort. ".....	300,000	6	"	"	1890	105
2d Mortgage.....	300,000	7	April & Oct.	"	1885	---	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	96
3d Mortgage.....	650,000	7	May and Nov.	"	1875	---	2d Mortgage preferred.....	600,000	6	"	"	1895	85
Convertible Bonds.....	648,000	7	"	"	1882	---	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	105
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	---
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	---	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6G	Jan. and July.	New York.	1899	97
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	---	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	82
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	---	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	---
Union Pacific:							Western Union (Chl., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	6G	Jan. & July.	N. Y. & Bost.	'96-'99	102 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	---
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	97	West Jersey:						
2d Mortgage (Gov. subd.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	97	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
3d Mortgage Sinking Fund.....	12,000,000	8	March & Sept.	New York.	1894	92 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Omaha Bridge B'ds, etc \$500,000	2,500,000	8G	Apr. and Oct.	London.	1896	---	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	---
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	---	---
1st Mortgage gold, tax free.....	1,600,000	6G	May and Nov.	New York.	1895	---	2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	95	---
2d Mortgage (Gov. subd.).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	---	Consolidated Mortgage.....	1,000,000	7	"	"	1899	102 1/2
Union Pacific, S. Br. (M. K. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6G	Jan. & July.	New York.	1899	---	1st Mort. land gr., gold skg fund	3,900,000	7G	Jan. and July.	N. Y. or Lond.	1887	---
Union & Titusville (O. C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	7G	"	"	1902	---
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	---	White Water Valley:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	---
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	Wico Mico and Pocumoke:						
Sterling Loan \$569,200 (U. Co's)	1,844,000	5G	"	London.	1894	---	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	---
Sterling Loan \$360,000 (")	1,800,000	6G	"	"	1894	---	Williamston and Tarboro':						
Loan of 1894 Skg Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	---	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	---
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	---	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	---	---	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	70
Sterling S. F. \$282,000 (C. & A. M.)	1,310,000	6G	Feb. and Aug.	London.	1880	---	Wilmington and Reading:						
Loan of 1888 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	100	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	60
Loan of 1880 (")	866,000	6	June & Dec.	Princeton.	1889	98	2d Mortgage coupon or regis.....	1,660,000	7	Jan. and July.	"	1902	10
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	102 1/2	Wilmington and Weldon:						
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	---	Sterling Bonds.....	648,700	6G	Jan. and July.	London.	1881	---
Loan of '78 (")	450,000	6	"	"	1873	---	Sterling Bonds.....	221,400	7G	May and Nov.	"	1886	---
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	---	---	Sinking Fund gold, Bonds.....	749,000	7G	Jan. and July.	New York.	1896	90
Utah Central:							Wilmington and Western (Del.):						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	---	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	---
Utah Southern:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	---	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	82 1/2
Utica and Black River:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	---
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	---	Extension mortgage bonds.....	4,875,000	7G	June & Dec.	"	1906	---
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	---	Wisconsin Central:						
Utica, Ithaca and Elmira:							1st M. L. G. gold S. F. \$25,000pm	4,595,000	7G	Jan. and July.	Boston.	1901	52
1st Mortgage gold, skg fund....	25,000pm	7G	Jan. & July.	N. Y. & Lond.	1892	---	Worcester (Md.):						
Vermont Cent. - See Central Vt.							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	---
Vermont and Massachusetts:							Worcester and Nashua:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	99 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	---
Convertible bonds, tax free.....	200,000	7	"	"	1879	102	Plain Bonds.....	185,300	6	Various.	"	'81-'87	96
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
Vicksburg and Meridian:							CANAL BONDS.						
General { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	---	Chesapeake and Delaware:						
Mortgage { 2d series (blue).....	850,000	7	"	"	1890	---	1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	86 1/2
3d series (black).....	138,000	7	"	"	1890	---	Chesapeake and Ohio:						
4th series (not end.)...	1,141,700	7	Apr. and Oct.	"	1890	---	Sterling Loan guaranteed.....	4,375,000	6G	J. A. J. & O.	London.	1890	---
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	---	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	116 1/2
Vineyard:							Delaware Division (L. C. & N.):						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	---	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	95 1/2
Virginia & Tennessee (A. M. & O.):							Delaware and Hudson:						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	75	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	---
4th Mortgage.....	870,000	8	March & Sept.	"	1900	80	regis. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	109
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	---	tered. { 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	108 1/2
Funded Interest.....	226,300	8	"	"	1880	---	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	107
Income Mortgage (fundable).....	93,500	8	"	"	1886	---	Registered bonds of 1874.....	2,000,000	7	"	"	1894	---
Wallkill Valley (Erie):							Lehigh Coal and Navigation:						
1st Mortgage gold, tax free.....	810,500	7G	Apr. and Oct.	New York.	1901	---	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96 1/2
Warren (D. L. & W.):							Convertible Bonds.....	692,100	6	"	"	1882	---
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1876	---	Convertible Loan, gold.....	856,000	6G	March & Sept.	"	1894	104 1/2
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	---	1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	"	1884	102
Warren & Franklin (O. C. & A. H. R.):							1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	101 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	Mortgage (equip.) Loan, gold.....	4,916,500	6G	June & Dec.	"	1897	103 1/2
Warwick Valley (Erie):							Consolidated Mortgage.....	199,000	6	"	"	1911	---
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	---	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	---
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	---
1st Mortgage.....	150,000	9G	May and Nov.	New York.	1893	---	Monongahela Navigation:						
Washington City, Va. Mid. & Gt. So.:							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	---
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	75 1/2	McCriss (and Banking):						
2d Mort. (")	350,000	7	"	"	1891	---	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	90	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	---
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	75	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
3d Mort. (")	600,000	8	May and Nov.	"	1873	70	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	---
4th Mort. (")	700,000	8	March & Sept.	"	1880	59	Pennsylvania:						
Funded Coupons (do.)	722,061	"	"	"	---	---	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
1st Mort. (Lynchburg & Danville)	521,000	7	Jan. and Oct.	"	1896	---	1st Mortgage (W. Y. Val. Can.)...	600,000	6	"	"	1878	---
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'93	---	Schuylkill Navigation (Ph. & Rdg):						
Washington and Ohio:							1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	82
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	---	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	---
1st Mortgage for \$9,000,000.....	208,000	7G	Apr. and Oct.	"	1901	---	Improvement bonds.....	260,000	6	May and Nov.	"	1830	77
Westchester and Philadelphia:							Boat and Car Loan.....	766,650	6	"	"	1913	77
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	104	Boat and Car Loan.....	621,690	7	"	"	1915	90 1/2
Western North Carolina:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	81
1st Mortgage.....	825,000	8	Jan. and July.	---	1890	---	Susquehanna and Tide Water:						
Western of Alabama.							2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	79
1st Mortgage (Western R. R.)...	600,000	8	Apr. and Oct.	New York.	1888	---	3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	---
1st Mortgage (M. & W. Point R. R.)	750,000	8	"	"	1881	---	Pref. Int. B'ds (")	324,810	6	"	"	1894	---
2d Mortgage (consols guar.)...	1,158,000	8	"	"	1900	---	Union:						
Income Mortgage.....	802,900	8	Various.	"	Var.	---	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	---
Western Union Telegraph:							West Branch & Susque. (Penn.):						
1st Mortgage.....	4,448,800	7	May and Nov.	New York.	1875	100 1/2	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	---
Real Estate Bonds, Sinking Fund.	1,498,000	7G	"	"	1902	---	2d Mortgage.....	298,000	6	"	"	1888	---
New Mortgage (for \$5,000,000).		6	Apr. and Oct.	"	---	---							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroads are printed in "Justice." State-aid Railroads are distinguished by a "1." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Dec. 31, 1872	120.0	18.1	25.0	60	64	44	1,400	Maine Central	163,723	314,399	4,412,920	6,394,188	337,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Mar. 31, 1874	22.3	3.1	4.7	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Sept. 30, 1874	22.3	3.1	4.7	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,170.0	1,170.0	1,170.0	1,170.0	Manchester and Lawrence	72,124	52,902	1,400,000	1,357,646	357,041	270,525	445,956	719,760	401,904	2,208,077	955,576	100	40
Dec. 31, 1873	49.7	6.6	8.0	1,																	

11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99	3.97	19.1	11.99</
-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	-------	------	------	---------

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Div'ds.	Market Price.
				p. c.	p. c.
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7	100	100
Atlantic and Mississippi and Ohio, pref.	800,000	7	7	100	100
Atlantic and Ohio, guar.	276,200	7	7	100	100
Atlantic and Pacific, preferred	10,000,000	7	7	100	100
Atlantic and St. Lawrence, guar.	3,994,900	4	4	100	100
Baltimore and Ohio, preferred	3,582,800	6	6	102	102
Berkshire, guaranteed	600,000	7	7	100	100
Blossburg and Corning, guaranteed	250,000	6	6	100	100
Boston, Concord and Montreal, pref.	800,000	6	6	78	78
Buffalo, New York and Erie, guar.	950,000	7	7	100	100
Catawba, pref. and guar.	1,159,500	7	7	84	84
Camden and Amboy, guaranteed	10,000,000	10	10	130	130
Camden and Atlantic, preferred	883,469	7	7	105	105
Cayuga and Susquehanna, guar.	889,110	9	9	100	100
Cedar Rapids and Mississippi River, preferred and guaranteed	769,600	7	7	100	100
Central of New Jersey, guar.	20,000,000	10	10	108	108
Central Ohio, preferred	411,550	6	6	89	89
Chemung, guaranteed	380,000	6	6	100	100
Cheshire, preferred	2,163,200	7	7	67	67
Chicago and Alton, preferred	2,425,400	10	10	111	111
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	89	89
Chicago and North-Western, pref.	21,484,113	7	7	55	55
Cinc. and Cleveland, pref.	429,000	6	6	66	66
Cleveland and Mahoning, guar.	2,059,200	7	7	100	100
Cleveland and Pittsburgh, guar.	11,236,150	7	7	89	89
Cumberland Valley, 1st preferred	241,900	8	8	100	100
2d preferred	243,000	8	8	100	100
Dayton and Michigan, pref. and guar.	922,400	8	8	100	100
Delaware, guaranteed	1,815,390	6	6	100	100
Detroit and Milwaukee pref. and guar.	2,517,140	6	6	100	100
Dubuque and Sioux City, guar.	5,000,000	3	3	61	61
Dubuque South-Western, pref.	590,315	8	8	100	100
Eastern (N. H.), guaranteed	492,500	6	6	50	50
Elmira, Jeff. and Canad., guar.	500,000	5	5	100	100
Elmira & Williamsport, pref. and guar.	500,000	7	7	80	80
com. & guar.	500,000	5	5	100	100
Erie Railway, preferred	8,536,910	7	7	25	25
Erie and Pittsburgh, guar.	2,000,000	7	7	100	100
Evansville and Crawfordsville, pref.	100,000	7	7	100	100
Hannibal and St. Joseph, pref.	2,167,700	7	7	25	25
Harrisburg and Lancaster, guar.	1,182,560	7	7	104	104
Houstonian, preferred	1,180,000	8	8	98	98
Huntington & Broad Top, Min. pref.	190,750	7	7	28	28
Jeff. and Indianapolis, guar.	2,000,000	7	7	100	100
Joliet and Chicago, guar.	1,500,000	7	7	98	98
Joliet and Northern Indiana, guar.	300,000	8	8	100	100
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	100	100
Louisv., Cincinnati and Lex. pref.	851,000	9	9	100	100
Marietta and Cincinnati, 1st pref.	5,101,650	6	6	15	15
2d pref.	4,436,250	6	6	7	7
Mich. Southern, (Lake Shore) guar.	553,500	10	10	100	100
Mill Creek, guaranteed	325,375	10	10	100	100
Milwaukee and St. Paul, preferred	12,274,453	7	7	50	50
Mine Hill, guaranteed	3,556,450	8	8	100	100
Montclair, guaranteed	2,000,000	7	7	100	100
Morris and Essex, guar.	15,000,000	7	7	102	102
Nequehoning Valley, guar.	2,000,000	10	10	111	111
Newark and New York, guar.	1,000,000	7	7	100	100
Newcastle and Beaver Valley, guar.	605,000	10	10	100	100
New Jersey, guaranteed	7,295,200	10	10	130	130
New London Northern, guar.	971,400	10	10	105	105
New York & Harlem, pref. and guar.	1,500,000	8	8	128	128
com. & guar.	8,500,000	8	8	134	134
Niagara Br. & Canandaigua, guar.	1,000,000	6	6	100	100
North Eastern (S. C.), preferred	105,000	8	8	100	100
Northern New Jersey, guar.	1,000,000	8	8	100	100
Norwich and Worcester, guar.	2,825,400	10	10	131	131
Ogdensburg & Lake Cham., guar.	3,077,000	7	7	36	36
com. & guar.	2,000,000	8	8	84	84
Ohio and Mississippi, preferred	4,030,000	7	7	40	40
Oswego and Syracuse, guar.	1,144,400	9	9	100	100
Panama, guaranteed	7,000,000	12	12	131	131
Paterson and Hudson, guar.	630,000	8	8	100	100
Pemberton and Hightstown, guar.	342,000	6	6	100	100
Peoria and Bureau Valley, guar.	1,200,000	8	8	100	100
Philadelphia and Erie, preferred	2,400,000	12	12	188	188
Phila. Germantown & Norristown, guar.	2,231,900	12	12	188	188
Philadelphia and Reading, pref.	1,551,687	10	10	110	110
Philadelphia and Trenton, guar.	1,259,100	10	10	130	130
Pittsburg, Ft. Wayne & Chic., guar.	22,214,285	7	7	97	97
Pittsfield and North Adams, guar.	460,000	5	5	86	86
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	108	108
Rocheater & Genesee Valley, guar.	557,500	7	7	20	20
Rutland, preferred and guaranteed	4,300,000	7	7	25	25
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	100	100
St. Louis, Jacksonv. & Oh., pf. & guar.	1,054,100	7	7	100	100
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	40	40
St. Louis Valley, guaranteed	676,000	5	5	6	6
St. Louis V. & Pottsville, guar.	589,450	6	6	100	100
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	100	100
2d pref.	1,000,000	7	7	100	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	18	18
Warren, guaranteed	1,500,000	7	7	95	95
CANAL STOCKS:					
Delaware Division, guar.	1,633,350	8	8	100	100
Delaware and Raritan, guar.	5,847,500	10	10	100	100
Morris, preferred and guar.	1,175,000	10	10	128	128
com. & guar.	1,096,000	4	4	50	50
Northville Navigation preferred	2,808,977	6	6	30	30

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 6¢; Scrap Wrought, 3¢ per ton. No Bar Iron to pay a less duty than 35 cents ad val.

Pig, Scotch—Coltness	per ton 20	@ 21	—
Gartsherrie	28	@ 30	—
Summerlee	28	@ 30	—
Carnbroe	—	@ 30	—
Langloan	—	@ 30	—
Glenango	30	@ 31	—
Eglinton	30	@ 30	—
Pig, American, No. 1	23	@ 28	—
Pig, American, No. 2	23	@ 28	—
Pig, American, Forge	23	@ 25	—
Bar, Refined, English and American	—	@ 25	—
Bar, Sweden, assorted sizes	(gold)	@ 110	—

Far, Sweden, ordinary sizes	130	@ 140	—
Bar, Sweden, Plow sizes	—	@ 140	—
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6	—	@ 140	—
inch x 1 to 1 in.	62	@ 65	—
Bar Refined, 1 to 6 by 1 & 6-16 in.	67	@ 70	—
Bar Refined, 1 & 1½ by 1 & 6-16 in.	67	@ 70	—
Large Rounds, 2½ to 3½ @ 4 in.	72	@ 82	50
Scroll	80	@ 125	—
Ovals and Half-round	77	@ 90	—
Band, 1 to 6 in. by 3-16 to No. 12	77	@ 80	—
Horse Shoe	90	@ 95	—
Rods, 1 to 3-16 inch	67	@ 115	—
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14	87	@ 135	—
Nail Rod	—	@ 74	—
Sheet Russia, as to assortment	—	@ 14	—
Sheet, Single, D. and T. Common	—	@ 4	—
Sheet, Doubles and Trebles, Charcoal	—	@ 54	—
Sheet Galvanized 1st and 2d quality. List 20 to 35 p. ct. disc.	—	@ 50	—
Rails, English	—	@ 50	—
Rails, American, at Works in Penna. c'y. 48 — @ 50 —	—	@ 50	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (3d and 1st quality)	per lb.	14	@ 17
English Spring (2d and 1st quality)	—	64	@ 81
English Blister (2d and 1st quality)	—	12	@ 14
English Machinery	—	104	@ 11
English German (2d and 1st quality)	—	104	@ 11
American Blister	—	@ 9	—
American, Cast, Tool	—	@ 16	—
American, Cast Spring	—	@ 10	—
American Machinery	—	@ 11	—
American German Spring	—	@ 11	—

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.

10d. to 60d. Com. Fence & Sheath per keg	3	25	@ 3	50
8d. and 9d.	3	50	@ 3	75
6d. and 7d.	3	75	@ 4	—
4d. and 5d.	4	—	@ 4	25
3d. and 4d. Light	4	75	@ 5	—
3d. Fine	5	50	@ 5	75
2d.	6	25	@ 6	50
Cut Spikes, all sizes	3	50	@ 3	75

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets				
and Terne Plates, 1-10 cents per pound.				
Blanca.....	(gold) per lb.	23	@	23
Straits.....	(gold)	—	@	19
English, L. & F.....	(gold)	18	@	19
English, Refined.....	(gold)	19	@	19
Plates—Fair to good brands.		Gold.		
I. C. Charcoal.....	per box.	8	50	@ 8 75
I. C. Coke.....		7	—	@ 7 25
Coke Terne.....		6	75	@ 7 12
Charcoal Terne.....		7	62	@ 8 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40 to 48 gravity (in bulk)	—	@ 61	@ 61	—
Crude 40 to 47 gravity (in shipping order)	—	@ 10	@ 10	104
Refined, Standard White (in ship's order)	—	@ 134	@ 134	—
Refined, S. W. (in jobbing lots)	—	@ 134	@ 134	—
Refined, S. W. (in tin)	—	@ 174	@ 174	194
Naphtha, Refined (65 to 73 gravity)	—	@ 9	@ 9	—
Residuum	(in shipping order) per gall.	—	@ 8	—

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.				
Copper, New Sheathing, (over 12 oz.) per lb.	—	@ 30	—	—
Copper, Bolts	—	@ 31	—	—
Copper, Braziers' (over 16 oz.)	—	@ 31	—	—
Copper, Nails	—	@ 38	@ 39	—
Copper, Old Sheathing, &c., mixed lots	—	@ 19	@ 21	—
Copper, American Ingot Lake	—	@ 23	@ 24	—
Copper, English Pig	—	@ 21	—	—
Yellow Metal, New Sheathing & bronze	—	@ 21	—	—
Yellow Metal, Bolts	—	@ 28	—	—
Yellow Metal, Nails, Sheathing & Slating	—	@ 21	@ 22	—

LEAD—Duty: Pig, 42 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish Ordinary	(gold) per 100 lb.	8	87	@ 7	—
German Ordinary	(gold)	6	87	@ 7	—
English	(gold)	—	@ 7	—	—
Foreign Refined	(gold)	7	124	@ 7	25
Domestic	(gold)	6	95	@ 6	—

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	—	@ 12	@ 12	—	—
Liverpool House Cannel	—	@ 17	@ 17	—	—
Anthracite (by cargo)	per ton of 2,000 lb.	6	25	@ 6	50

New York Stock Exchange.

Actual Sale Prices for the week ending June 2.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2.
Atlantic & Pacific pref.	15	14	15	15	16	16
Atlantic & Pacific Tel.	23	23	23	23	23	24
Central Pacific 6s.	103	103	103	103	103	103
Central of N. Jersey	110	110	109	107	107	108
.. 1st mort. . . . .	..	..	..	..	..	..
.. 7s. consol.	105	105	105	105	105	106
.. 7s. conv. . . . .	..	108	..	..	..	..
Chicago & Alton	104	104	103	102	102	102
.. pref. . . . .	..	..	..	..	..	..
.. 1 M.	113	113	..	..	..	113
.. S. F. . . . .	..	..	..	..	..	..
.. Inc. bds. . . . .	..	..	..	..	..	..
Chicago, Burl. & Q. . . . .	..	..	..	112	113	..
.. 7s. . . . .	..	..	..	..	..	..
Chic. Mil. and St. Paul. 3 1/2	32	32	32	34	34	34
.. pref.	55	55	55	54	54	55
.. 8s. . . . .	..	..	..	..	..	..
.. 7-10s con. . . . .	..	..	..	..	..	..
.. 7s. gold. . . . .	..	..	..	..	..	..
.. Consol. 7s. . . . .	..	75	..	..	..	..
Chic. & Northwestern. 3 1/2	38	38	38	40	40	40
.. pref.	53	54	54	54	55	55
.. 1st M.	100	100	..	..	..	100
.. S. F.	104	..	..	..	..	..
.. Consol. . . . .	..	93	94	94	94	..
.. .. gold. 86	..	..	86	82	82	82
Chic. Rock Isl. & Pac. 102	102	102	101	103	102	102
.. 7s. 1896. 110	110	110	..	..	..	111
Clev., Col., C. and Ind. 55	..	51	..	52	53	..
.. 1st Mort. . . . .	..	..	..	..	..	..
Clev. & Pittsburg guar. 90	83	88	..	88	89	..
.. 7s. Consol. . . . .	..	..	..	..	..	..
.. 4 M. . . . .	..	101	..	..	..	..
Col., Chl. & Ind. C. . . . .	..	..	..	..	..	4
.. 1 M.	49	49	48	49	..	..
.. 2 M. . . . .	..	..	..	..	..	..
Del. & Hudson Canal . 120	119	119	..	119	119	119
.. 7s. 1894. . . . .	..	..	..	..	..	107
Del. Lack. & Western. 117	110	110	..	117	118	..
.. 1 M. 7s. . . . .	..	..	..	..	..	..
.. 2 M 7s. . . . .	..	..	..	..	..	..
Erie Railwav.	18	17	17	18	18	18
.. pref.	25	..	..	..	..	..
.. 1 M. 7s. 1897. 100	100	100	..	100	..	..
.. 2 M. 7s. 1879. . . . .	..	..	..	..	..	..
.. 3 M. 7s. 1883 94	93	92	..	..	..	..
.. 4 M. 7s. 1880 90	..	88	..	88	..	..
.. 5 M. 7s. 1888. . . . .	..	..	..	86	89	..
.. 7s. con. gold. . . . .	..	..	..	..	..	..
Great Western 2d mort. . . . .	..	..	..	..	..	..
Hannibal & St. Joseph. 22	21	21	..	22	21	..
.. pref. . . . .	..	..	..	..	..	..
.. 8s. conv. 84	83	83	..	82	83	..
Hudson River 2d M. . . . .	..	..	..	..	..	..
Illinois Central	101	101	..	100	101	101
Lake Shore & Mich. S'th. 61	60	57	..	61	60	..
.. Consol. 7s. . . . .	..	..	..	..	..	..
.. reg. . . . .	..	..	..	..	..	95
.. 2d consol. . . . .	..	..	..	..	..	..
Michigan Central.	63	63	..	63	64	..
.. 7s. 1902. . . . .	..	103	..	..	..	..
M. S. and N. I. 1 M. S. F. . . . .	..	..	..	..	..	108
.. 2 M. . . . .	..	..	..	..	..	108
Morris and Essex. . . . .	..	102	..	101	102	..
.. 1st mort.	110	..	..	110	110	..
.. 2d mort.	107	..	..	107	107	..
N. Y. Cen. & Hud. S'th. 102	101	101	..	102	102	..
.. 7s. S.F. 1876. . . . .	..	..	..	..	..	..
.. 6s. S.F. 1883.	101	..	..	101	..	..
.. 6s. S.F. 1887. . . . .	..	..	..	..	..	117
.. reg. 115	..	..	..	..	..	..
N. York and Harlem. 134	134	..	..	..	..	134
.. pref. . . . .	..	..	..	..	..	..
.. 1st Mort.	110	110	..	..	..	..
.. reg. 113	..	..	..	..	..	..
N. York-N. Hav. & Hart.	143	..	..	142	142	..
Ohio and Miss.	22	22	22	23	23	..
.. pref.	46	..	..	..	..	..
.. 2d M.	70	..	..	74	..	..
.. Consol. 7s. . . . .	..	96	..	..	..	..
.. S. F. 96	96	96	..	..	..	97
Pacific Mail S. S. Co. 53	34	33	..	35	34	..
Pacific R. R. of Mo.	50	50	50	50	51	..
.. 1st mort.	60	60	..	96	..	..
.. 2d mort.	80	..	..	..	..	..
Panama	127	128	130	..	..	131
Pitts., Ft. W. & Chi. gtd.	98	97	..	97	97	..
.. 1 M.	112	..	..	112	..	..
.. 2 M.	103	..	..	..	..	..
.. 3 M. . . . .	..	73	..	..	..	..
Quicksilver Mining Co. 15	15	..	..	..	..	..
St. L., Alton & T. H. . . . .	..	..	..	..	..	..
.. pref. . . . .	..	..	..	..	..	..
.. 1 M. . . . .	..	106	..	104	..	..
.. 2 M. pref. . . . .	..	..	..	..	..	..
.. Income bds. . . . .	..	..	..	..	..	..
St. Louis, I. Mt. & S'thern. . . . .	..	..	..	..	..	20
.. 1st Mort.	91	..	..	..	..	..
.. 2d Mort. . . . .	..	..	..	..	..	..
Tol., Wab. & Western. 8	8	8	8	8	8	8
.. pref. . . . .	..	..	..	..	..	..
.. 1 M.	81	80	..	..	..	..
.. 2 M. . . . .	..	..	..	..	..	..
.. St. Lou. Div. . . . .	..	..	..	..	..	..
Union Pacific.	74	74	74	79	79	..
.. 1st mort.	101	101	..	102	102	102
.. L. Gt. 7s.	97	..	..	97	97	..
.. S. F. 8s. 91	92	91	..	92	92	..
Western Union Tel. 74	73	71	..	76	77	..
.. 7s.	100	100	..	100	..	..

New York Stock Exchange.

Actual Sale Prices for the week ending June 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2.				
FEDERAL STOCKS:				
U. S. 5s, 10-40s, reg. 117	117	117	117	117
U. S. 5s, 10-40s, coup. 117	117	117	117	117
U. S. 5s, 1881, reg. 117	117	117	117	117
U. S. 5s, 1881, coup. 117	117	117	117	117
U. S. 5s, 1881, reg. 122	122	122	122	122
U. S. 5s, 1881, coup. 122	122	122	122	122
U. S. 5s, 1881, reg. 124	124	124	124	124
U. S. 5s, 1881, coup. 124	124	124	124	124
U. S. 5s, 5-20s, reg. '62	117	117	117	117
U. S. 5s, 5-20s, c. 1862. 117	117	117	117	117
U. S. 5s, 5-20s, reg. '64	117	117	117	117
U. S. 5s, 5-20s, c. 1864. 117	117	117	117	117
U. S. 5s, 5-20s, reg. '65	118	118	118	118
U. S. 5s, 5-20s, c. 1865. 118	118	118	118	118
U. S. 5s, 5-20s, r. n. '65 122	122	122	122	122
U. S. 5s, 5-20s, c. n. '65 122	122	122	122	122
U. S. 5s, 5-20s, reg. '67 123	123	123	123	123
U. S. 5s, 5-20s, c. 1867 124	124	124	124	124
U. S. 5s, 5-20s, reg. '68	124	124	124	124
U. S. 5s, 5-20s, c. '68	124	124	124	124
U. S. 5s, Pac. R.R. issue 124	124	124	124	124

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 1.

W. 26. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.				
Catawissa preferred	100	100	100	100
.. 7s, new	100	100	100	100
Camden and Amboy	100	100	100	100
.. 6s, 1875	100	100	100	100
.. 6s, 1883	100	100	100	100
.. 6s, 1889	100	100	100	100
.. mort. 6s, '89	100	100	100	100
.. pref.	100	100	100	100
.. 7s	100	100	100	100
Lehigh Navigation 49	49	49	49	49
.. 6s, 1884	103	103	103	103
.. Gold L. 103	103	103	103	103
.. R. R. L.	103	103	103	103
.. Conv. G. L.	103	103	103	103
Lehigh Valley R.R. 62	62	62	62	62
.. 6s new coup.	103	103	103	103
.. 6s new reg.	103	103	103	103
.. 7s	103	103	103	103
Little Schuylkill R.R.	50	50	50	50
.. 7s	50	50	50	50
Minehill	53	53	53	53
Morris Canal	51	51	51	51
.. pref.	51	51	51	51
North Pennsylvania	55	55	55	55
.. 6s, 1885	55	55	55	55
.. 7s	55	55	55	55
.. 10s, 1887	55	55	55	55
Northern Central 39	39	39	39	39
Oil Creek & Alleg. Riv. 9	9	9	9	9
.. 7s	9	9	9	9
Pennsylvania R.R. 50	50	50	50	50
.. 1st M.	49	49	49	49
.. 2d M.	49	49	49	49
.. Gen. mort.	103	103	103	103
.. reg.	102	102	102	102
Penn. State 6s, 2d series 106	106	106	106	106
.. 6s, 3d series	106	106	106	106
Philadelphia City, 6s, 104	104	104	104	104
.. new	108	108	108	108
Philad., Germ. & Nor.	108	108	108	108
Phila. & Reading 54	54	54	54	54
Philadelphia and Erie 20	20	20	20	20
.. 6s	97	97	97	97
.. 7s	93	93	93	93
Phila., Wilm. & Balt.	93	93	93	93
Schuylkill Navigation	93	93	93	93
.. pref.	93	93	93	93
.. 6s, 1882	81	81	81	81
.. 6s, 1876	81	81	81	81
.. 6s, 1872	81	81	81	81
United Co. of N. Jersey 130	130	130	130	130
Hestonville, (Horse) 26	26	26	26	26
Chestnut & Wal.	92	92	92	92
Green and Coates	56	56	56	56
2d and 3d streets	74	74	74	74
Spruce and Pine	36	36	36	36
18th and 15th sts.	36	36	36	36

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 1.

W. 26. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.				
Baltimore City 6s, 1875 102	102	102	102	102
.. 1886	102	102	102	102
.. 1890	104	104	104	104
.. 1884	104	104	104	104
.. 1900	104	104	104	104
Balt and Ohio	102	102	102	102
.. bonds, 1875	102	102	102	102
.. 1880	102	102	102	102
.. 1885	103	103	103	103
Central Ohio	103	103	103	103
.. 1st mort.	96	96	96	96
Marietta & Cin. 1st M. 107	107	107	107	107
.. 2d M.	94	94	94	94
.. 3d M. 80	80	80	80	80
Northern Central	100	100	100	100
.. bonds, 1885	100	100	100	100
.. 1900	100	100	100	100
.. G. B. 1900	100	100	100	100
Pittsb. & Connellsv. 7s. 95	95	95	95	95
N. W. Va. 3d mort.	57	57	57	57
Virginia 6s, Consol.	57	57	57	57
.. Defor. Certif.	9	9	9	9
City Passenger R. R.	8	8	8	8

Boston Stock Exchange.

Actual Sale Prices for the week ending June 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2.				
Boston and Albany 138	138	138	138	138
Boston and Lowell 72	72	72	72	72
Boston and Maine 119	119	119	119	119
Boston and Providence 154	154	154	154	154
Boston, Hartford & Erie 154	154	154	154	154
.. 7s	25	25	25	25
Cheshire, pref.	112	112	112	112
Chi. Burl. and Quincy 112	112	112	112	112
Concord	62	62	62	62
Connecticut River	62	62	62	62
Eastern	62	62	62	62
Fitchburg	131	131	131	131
Manchester & Lowell	62	62	62	62
Michigan Central 60	60	60	60	60
Northern, N. H.	119	119	119	119
Ogdens. & Lake Cham.	124	124	124	124
.. pref.	124	124	124	124
Old Colony	58	58	58	58
Ph. W. & Baltimore 58	58	58	58	58
Portl'd, Saco & Ports. 108	108	108	108	108
Union Pacific	99	99	99	99
.. 6s	90	90	90	90
.. Land Grant 7s	90	90	90	90
.. S. F. 8s	90	90	90	90
Vermont and Canada	93	93	93	93
Vermont and Mass.	93	93	93	93
South Boston (Horse)	59	59	59	59
Cambridge	59	59	59	59
Metropolitan 55	55	55	55	55
Middlesex	52	52	52	52
Central Mining Co.	151	151	151	151
Calumet and Hecla	11	11	11	11
Copper Falls	12	12	12	12
Franklin	12	12	12	12
Quincy	12	12	12	12

London Stock Exchange.

—Closing Prices.—

	May 14.	May 7.
Atlantic & Gt. W. 1st mort., \$1,000	36	35
Do. 2d mort., \$1,000	16	15
Do. 3d mort., \$1,000	8	9
Do. Con. mort. B'nds Bisch's Cert.	8	9
Do. Leas. Lines, Rental Bonds	53	53
Do. 8 p. c. Scrip, West. Exten.	23	23
Detroit & Milwaukee 1st mort. Bonds	45	45
Do. 2d	45	45
Erie shares 100 dol. all paid	25	25
Do. Convertible Gold Bonds	55	55
Do. 6 per cent Convertible Bonds	92	91
Cons. Mort. amount auth. to be issued for conv. of existing bonds	86	85
Illinois Central \$100 shares all paid	91	91
Do. Redemption mort. bonds 6 p. c.	90	90
Illinois & St. Louis Bridge 1st mort.	90	90
Marietta and Cincinnati Rail. Bonds	97	97
Michigan Central 8s 1882, conv.	94	94
New York Central, 100 dols. shares	93	94
Panama General mort.	96	96
Pennsylvania, General mort.	102	102
Do. \$50 shares	44	45
Philadelphia and Erie 1st mort.	96	96

American Railroad Journal.

Saturday, June 5, 1875.

Financial and Commercial Affairs.

Money has been offering very freely all through the week and has been quoted unusually easy to all responsible borrowers, whose wants, outside of the Stock and Gold lines (from which latter sources more especially the former, a fairly active demand has been noted) have been comparatively moderate. Call loans have been quoted at from 1½@ 4 per cent, and the best mercantile credits at from 3½@ 5 per cent per annum. The City banks have again added handsomely to their reserves of specie and legal tender notes; and also report augmented deposits, with a reduction in their averages of loans, and circulation. The U. S. Sub Treasury gained over a million in the currency line, while losing about 1½ millions of specie, during the week. The receipts of the office from all sources in May were \$65,796,787, including \$8,679,313 from customs; payments on all accounts, \$69,664,314, including \$4,195,667 of coin interest. The City banks last week augmented their reserve of legal tender notes \$2,349,900, their deposit item \$761,200, and their specie average \$848,000. They report a contraction of \$2,204,300 in the

loans and discounts, and a falling off of \$242,000 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$47,453,602 against \$46,447,264, the preceding week; and a coin hoard of \$52,089,967, against \$53,716,516, on the previous return. The City bank exchanges in currency during the week, were \$480,141,559, or a daily average of \$80,023,593. The customs revenue of the port, during the week, was \$1,787,000. The City banks reported their average of gold last week at \$11,482,600, and their greenback average at \$63,371,900. Their deposits stood at \$232,890,000. The loan item was \$281,396,500. The circulation was \$19,921,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$16,631,775.

The aggregate of the outstanding U. S. currency, of all denominations, June 1, was \$421,257,541. The outstanding amount of legal tender notes is \$378,051,760. The National bank circulation is now \$350,012,329.

The U. S. Treasury balances on Tuesday were as follows: Currency, \$4,358,107; special deposit of legal tenders for redemption of certificates of deposit, \$55,345,000; coin, (including \$20,268,300 in coin certificates,) \$84,251,602.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$9,357,343.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been 102 millions.

The Public Debt Statement, just issued, shows a further liquidation of \$1,189,456 in May, and \$12,968,265 since June 30, 1874.

The Secretary of the Treasury has instructed the Assistant Treasurer of the United States at New York to sell \$500,000 in gold on each Thursday during the month of June. The total amount to be sold is two million dollars.

Gold has been in fairly active demand, mainly on speculative account, at stronger rates, closing buoyantly. The extremes of the week have been 116@116½, closing on Wednesday at 116½@ 116½ as against 116 on Wednesday of the preceding week. The specie outflow last week was \$1,598,112. The imports of specie at this port since Jan. 1, have been \$6,299,661 against \$1,559,673 same time last year. The customs demand for Gold last week averaged \$297,833 a day. Foreign Exchange has been in fair demand with Bankers' sixty day bills on London quoted on Wednesday at \$4 86½@ \$4 87; sight bills on London at \$4 89½@ \$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,268,064.

Government Securities have been more active and quoted higher. In State and Railway bonds, business has been also brisker, with values quoted stronger toward the close. And in the line of Railway and Miscellaneous share property, the dealings have been unusually extensive, generally much lower, though allying sharply toward the close under speculative manipulations.

U. S. sixes of 1881 closed on Wednesday of this week at 124½@124½; U. S. Five-Twenties of 1862, at 117@117½; U. S. Five-Twenties of

1864 at 118@118½; U. S. Five-Twenties of 1865 120½@121; U. S. Five-Twenties of 1865 consolidated, 122½@123; U. S. Five-Twenties of 1867, 124¼@124½; U. S. Five-Twenties of 1868, 124¼@124½; U. S. Ten-forties at 118¼@118½; U. S. Fives of 1881, (Funding Loan) 117@116½; Six per cent. currency Sixes from 122¼@122¾.

General business has been more active in the produced lines, but at lower prices for Breadstuffs, Provisions, Petroleum, and Naval Stores, which have been offered more freely. Foreign merchandise has also attracted rather more attention; Sugars, quoted a shade higher; Molasses, decidedly cheaper. The Hardware, Boot and Shoe, Hides and Leather, and Dry Goods interests have shown less animation. Metals have been generally dull and heavy. Pig Iron, and Steel Rails have been moving more freely; the former however, exhibiting increased depression in values. Eglington Pig Iron quoted at \$29@ \$30; Glengarnock, \$30@ \$31; Coltness, \$30@ \$31; No. 1 American Pig at \$25@ \$28; No. 2 do. at \$24@ \$26; Forge, \$20@ \$24; English Rails at \$48@ \$50, gold; American Rails at works, \$48@ \$52; Old Rails, \$26@ \$28. Wrought Scrap, \$32@ \$34. Ocean freights have been quite active, and rates have been generally quoted higher, especially for Grain room on berth and charter, in view of the free arrivals of produce by canal and river.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. 7s, guar., by Mo., 103; Louisville and Nashville 7s, consol., 1898, 88; Great Western 1st mort., 1888, 78½; Morris and Essex 7s, consol., ex-int., 102; do. 7s, conv., 100; do. 7s, 1871, 106½; Albany and Susq. 2d mort., 104½; North Missouri 1st mort., 90½; Mil. and St. Paul 1st mort., La C. div., 89; Central Pacific 1st mort., San Joaquin Branch, 92½; do. California and Oregon Branch, 93½; St. Louis, Jacksonville and Chicago 1st mort., 101½; Chesapeake and Ohio 1st mort., coupon on, 40; Cleveland, Painesville and Ashtabula 7s, old, 106; Western Pacific R. R. bonds, 97; Indianapolis, Bloomington and Western 1st mort., 81; Lafayette, Bloomington and Miss., 1st mort., 60½; N. Y. Central 6s, subscription bonds, 97½; Toledo, Peoria and Warsaw 1st mort., Western div., 52½; Delaware, Lackawanna and Western 7s, conv., ex-int., 116½; Cleveland and Toledo S. F. 7s, 107½; International 1st mort., 62; Boston, Hartford and Erie 1st mort., 25; Burlington, Cedar Rapids and Minnesota 1st mort., 81½; Cedar Falls and Minnesota 1st mort., 85; Long Dock bonds, 99; Lake Shore Dividend bonds, 101; Am. Dock and Imp. 7s, 100; St. Louis, Kansas City and Northern R. R., 8½; do. pref., 40; Kansas Pacific R. R., 17½; New Jersey R. R., 180; Adams Exp. 100½; Am. Exp., 63½; U. S. Exp., 50; Wells-Fargo Exp., 85½; Quicksilver Mining pref., 21½; Consol. Coal of Md., 46½; Canton Co., 65; Missouri 6s, long bonds, 102½; Tennessee 6s, old, ex-coupon, 54; do. new, do., 51; do. 6s, new series, 50½; N. Y. State 7s, B. L., reg., 108½; Virginia 6s, consol., 2d series, 44; do. 6s, consol. ex-coupon, 56½; District of Columbia 3-65s, 74¼.

Philadelphia.—Camden and Atlantic 2d mort., 103½; Schuylkill Nav. 7s, Boat loan, 90½; Phila-

delphia and Reading 7s, new, conv., 107½; do. 7s, 1893, 108; do. debent. bonds, 82; do. Gen'l mort. 7s, coupon, 108½; Elmira and Williamsport 5s, 65; Allegheny Valley 7 3-10s, 97; do. Income bonds, 52; Connecting R. R. 6s, 95½; Wilmington and Reading 1st mort., 60; West Jersey R. R. 6s, 100; Huntingdon and Broad Top Mt. 2d mort., 102; Lehigh Nav. 6s, 1877, 96½; Nesquehoning Valley R. R., 55½; Catawissa new pref., 88. The latest quotations are: City 6s, 101½@104¼; do. free of tax, 105@108½; Pennsylvania State 6s, 2d series, 106@106½; do. 3d series, 112½@113; Philadelphia and Reading, 53¼@53½; do. Gen'l mort. 7s, coup., 109¼@109½; do. reg., 105½@109; do. mort. 6s, 1880, 103@—; do. new conv., 107¼@107½; do. 7s, 1893, 107¼@108¼; United New Jersey R. R. and Canal Co., 129½@130; Camden and Amboy mort. 6s, 1889, 103@103; Pennsylvania R. R., 49½@49¼; do. 1st mort., 105@106; do., general mort. coupon, 102¼@103¼; do. reg., 102½@103; Little Schuylkill R. R., 49¼@50¼; Morris Canal, 51½@52; do. pref., 128@130; do. 6s, 100@101; Susq. Canal, 7@10; do. 6s, 78½@82; Schuylkill Nav., 7¼@7½; do. pref., 14½@15; do. 6s, 1882, 81¼@82; do. 1872, 95@96; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 103½@104; do. 5s, 65@65½; Lehigh Coal and Navigation, 49½@49¾; do. 6s, 1884, 102@102½; do. R. R. Loan, 101½@101¾; do. Gold Loan, 103@103¼; North Pennsylvania, 52@52½; do. 6s, 103@—; do. 7s, 106@—; do. Chatte 10s, 105@105½; Philadelphia and Erie, 20¼@20½; do. 6s, 96¼@97¼; do. 7s, 92@93; Minehill, 53@53¼; Catawissa, 20½@21; do. pref., 41½@42; do. new pref., 37¼@38½; do. 7s, 1900, 105½@—; Lehigh Valley, 62½@62½; do. 6s, new coupon, 105@—; do. reg., 102½@103½; do. 7s, 108@109; Fifth and Sixth streets (horse), 65@70; Second and Third, 74¼@75; Thirteenth and Fifteenth, 35¼@37; Spruce and Pine, 34@36; Green and Coates, 58¼@59¼; Chestnut and Walnut, 91¼@92¼; Hestonville, 26@26½; Germantown 56@57.

Boston.—Philadelphia, Wilmington and Baltimore 6s, 101½; Atchison, Topeka and Santa Fe R. R., 13½; do. 1st mort., 73; do. 7s, L. G., 70; do. 2d mort., 37½; do. coupons, 28; Eastern R. R. 7s, S. F., 1884, 91½; Burlington and Missouri River R. R. in Nebraska, 42¼; Chicago, Burlington and Quincy 7s, 105; Nashua and Rochester 6s, 1894, 92½; Vermont and Massachusetts 1st mort., 1883, guar., 99½; Old Colony 7s, 1894, 108; Boston, Clinton and Fitchburg 8s, 1880, 95; Michigan Air-line 8s, 1890, guar., 100½; Framingham and Lowell 1st mort., 89; Jackson, Lansing and Saginaw 8s, 1891, 92¼; Lowell and Andover 6s, 1894, 90; Conn. and Pass. Rivers R. R. 7s, 1892, 96¼; Vermont Central and Vermont and Canada Equip. 8s, 60; Rutland pref., 20; Burlington and Missouri River R. R. in Iowa, 111½; do. L. G. 7s, 104½; Cin., Sand. and Cleveland R. R., 13½; Summit Branch, 37; Indianapolis, Cincinnati and Lafayette R. R., 13½; Portsmouth, Gt. Falls and Conway R. R., 48½; Worcester and Nashua R. R., 116; New Bedford R. R. 115½; Granite Railway, 75½@76¼; Boston Water Power, 17; Pullman Palace Car Co., 94; Boston Land, 7; New Hampshire 6s, 103; Boston 6s, 1877, 101; do. 1880, 102¼; do. 1893, 104¼; do. 5s, 1882, gold, 103¼; St. Louis 6s, 1887, 98½;

Toledo 8s, 1877, 102½; do. 1879, 103½; Salem 6s, 1892, 101½; Chicago 7s, 102½; Cincinnati 7 3-10s, 1888, 106; Allouez Mining Co., 14; Duncan, 90c.; National, 3¼; Petherick, 1; Phoenix, 15¼; Ridge, 7.

Baltimore.—Orange, Alex. and Manassas 7s, 75¼; Western Maryland 1st mort., unendorsed, 90; Virginia and Tennessee 6s, 73; Wilmington, Columbia and Augusta 7s, 70; Richmond and Danville 1st mort., 72; Orange and Alexandria 2d mort., 75; do. 3d mort., 70; do. 4th mort., 59; Baltimore and Ohio R. R. pref., 102½; Virginia coupons, 90¼; Atlantic Coal, 2.75. The latest quotations are: Richmond and Danville 1st mort., 71½@72¼; Pittsburg and Connellsville 7s, 1898, 91@92; Baltimore and Ohio, 172@173; do. 6s, 1875, 102¼@103; do. 1880, 104@105; do., 1885, 103@104; Washington Branch, 130@150; Northern Central, 29½@30; do. 6s, 1885, 101@102; do. 6s, 1877, 101@—; do. 1900, 94@94½; do. 6s, 1900 gold, 96½@97; N. W. Va. 3d mort. 1885, 101@102; Marietta and Cincinnati 1st pref., 12@15; do. 2d pref., 7½@9; do. 1st mort. 7s, 1892, 106½@107; do. 2d mort., 7s, 92¼@93½; do., 3d mort. 8s, 78@79; Central Ohio, 43@43¼; do. 1st mort., 96½@97; Western Maryland, 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 101@104; do. 2d mort. guar., 102@105; do. 3d mort., guar., 103@105; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 90@95; Virginia and Tennessee 2d mort. 6s, 76@78; do. 3d mort. 8s, 76@80; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 75@76; do., 3d mort. 8s, 70@73; do. 4th mort. 8s, 58@59½; Orange, Alex. and Manassas 7s, 75¼@76; Baltimore 6s, 1875, 102@102¼; do., 1884, 103½@104; do. 1886, 103½@104; do. 1890, 103½@104; do., 1900, 103½@104; do. 1902, 104¼@105; do., 6s, exempt, 105@108; do. 5s, 83@88; Memphis City 6s, 41@43; Maryland Defense 6s, 1883, 109@110; do. 6s, 1890, 101@103; do. 6s, exempt, 109@109½; do. 5s, 83@95; Virginia coupon 6s, old, 34@40; do. new, 34@40; do. consol. 6s, 57½@57¾; do. coupons, 90@90½; do. def. certifi., 8¾@9; City Passenger R. R., 26@26½; George's Creek Coal 130@150; Atlantic Coal, 2.75@2.80; Am. Gas Coal, 20@30; Canton Co., 65@78; Union Mining Co., 25@30.

In accordance with the recommendation of the stockholders of the Union Pacific Railroad Company, at their meeting in Boston on the 10th of March, the directors have, by resolution passed on the 2d inst., authorized and directed the treasurer to pay a dividend of 1½ per cent on the capital stock for the quarter ending June 30, 1875. Transfer books close June 15, and open July 6. Dividend payable after July 1, at Union Trust Company, New York, and at company's office, Boston.

A special from Grenada, Col., dated May 29th, says: "The first spike was driven to-day at this place on the extension of the Atchison, Topeka, and Santa Fe Railroad to Pueblo. A large amount of material has accumulated, and track-laying will be pushed forward at the rate of a mile per day. It is expected trains will be running to Los Animas by Aug. 1, and to Pueblo by Oct. 1."

Woodbury and Gloucester Railroad.

The project of constructing a narrow gauge railway between Gloucester and Woodbury, New Jersey, is assuming shape and definiteness. At a meeting recently held in Woodbury a preliminary organization of the stockholders took place. The names of the following gentlemen were presented for Directors: John P. St. John, of Philadelphia, Robert K. Neff, Thos. Glover, Sr., George M. Tatum, Dr. H. C. Clark, Thos. P. Smith, W. H. Livermore, Danl. Thackara, S. W. Stokes, A. W. Cattell, J. M. Henderson, John I. Estell, W. C. Stokes. The length of the road will be $4\frac{1}{2}$ miles, commencing at the Salem pike in Woodbury, and terminating at the public school house in Gloucester, at which point the Gloucester and Camden roads will connect with it. The capital stock will be \$50,000, and the value of each share \$25. The Camden, Gloucester and Mount Ephraim Company has agreed to place the rolling stock on the road and operate it with their own employes, and guarantee the Woodbury and Gloucester Company $33\frac{1}{3}$ per cent. of the gross receipts. It is desired to have the new road in running order in six months.

Richmond and Atlanta Air-line R. R.

Judge Bradley, of the United States Circuit Court, at Atlanta, Ga., on the 24th ult., rendered a decision confirming the possession of the Richmond and Atlanta Air-line Railroad to Col. L. P. Grant, the receiver appointed by Judge Hopkins, of the Superior Court of Fulton county, Ga. The Atlanta News says the decision shows that Judge Bradley entertains a proper respect for the action of a State court, and adds: "By this decision the stockholders have been given the vantage ground. The decision will meet with universal approval here and everywhere along the line of the road. For Atlanta it is of the utmost importance, as it is a guarantee that for some time further the line will be operated by men not inimical to this city."

The Centennial Board of Finance have awarded the contract for the new iron bridge to span Landsdowne Valley in Fairmount Park, to the Walton Manufacturing Co. The contract price is \$55,900. The Bridge will be five hundred feet in length, and eighty feet in width, and the height from the centre of the bridge to the bottom of the valley, will be sixty feet. This bridge when completed will be a prominent feature of the Park.

The JAMES CEMENT COMPANY have removed from their old stand, No. 24 Dey Street, to No. 41 Dey Street, New York, where they will be pleased to welcome their friends and customers. J. B. JAMES is President, and W. G. JAMES Treasurer of the company. See their Advertisement in another column.

The Centennial Board of Finance have accepted the proposition of HENRY WORTHINGTON & SONS, of New York, to furnish a six million gallon pumping machine, boiler and engine, free of cost, to pump the water from the Schuylkill to be used at the Centennial.

Sidney Dillon was chosen President and George S. Scott Vice President of the Pacific Mail Steamship Co.

It is stated that Sir Hugh Allan has succeeded in floating the greater portion of his Northern Colonization Railway bonds in Germany.

Boston and Northwestern Railroad.

It is stated that the capital stock of the new Northwestern Railway Company has been nearly all subscribed. The estimated cost of the entire line of 15 miles is \$2,500,000, and the following is the accurate location of the road. Starting from the southeasterly portion of the South Boston flats near the Harbor Commissioners' line, the road will run through Dorchester, up Dochester brook valley, thence westerly, crossing the Boston and Providence Railroad between Jamaica Plain and Forest Hills station, by a high iron trestle bridge; thence through a portion of the Bussey farm, across the southwest corner of the town of Brookline and the Woonsocket division of the New York and New England Railroad between Upper Falls and Newton Highlands. Thence it will cross the Charles River about 900 feet from Riverside station, on the Boston and Albany road by a 60 foot iron trestle bridge, and run nearly a mile through the southeastern part of Weston, terminating on the farm of F. T. Bush.—*Boston Journal.*

Redemption of 5-20 Bonds.

The Secretary of the Treasury has made the twentieth call for the redemption of the five twenty bonds of 1862, stating that the principal and interest of the bonds designated will be paid at the Treasury of the United States, in the city of Washington, on and after the 1st of September, 1875, and that the interest on said bonds shall cease on that day. The called bonds are coupon bonds known as the fourth series, act of February 25, 1862, dated May 1, 1862, as follows:—\$50—No. 20,301 to No. 21,000, both inclusive; \$100—No. 51,601 to No. 59,100, both inclusive; \$500—No. 27,501 to No. 21,900, both inclusive; \$1,000—No. 80,651 to No. 91,500, both inclusive. Total, \$10,000,000. Interest will cease on September 1, 1875.

The determination of the Union Pacific Railroad Company to appeal from the decision of Judge Dillon in the terminus case was carried out at Des Moines on the 27th ult. The company filed its supersedeas bond that day and took out its writ of error to the Supreme Court of the United States. The case will probably be docketed by the middle of July and be ready for hearing before the Supreme Court in October or November.

The gross earnings of the Philadelphia and Erie Railroad in April, 1875, were \$277,946 00, the expenses \$173,832 00, and the net earnings \$104,118 00. In April, 1874, the earnings were \$274,053 00, the expenses \$231,167 00, and the net earnings \$42,886 00—showing an increase in earnings of \$3,893 00, a decrease in expenses of \$57,335 00, and an increase in the net earnings of \$61,227 00.

The case of the Union Pacific Railroad Company vs. The United States Government, which was recently argued before the Court of Claims at Washington, has been decided in favor of the company. The opinion is given on another page. The amount awarded the Company is \$512,632 50.

There were filed on the 18th ult., in the office of the Secretary of State of California, articles of incorporation of the East Los Angeles and San Pedro Street Railway Company. Capital, \$50,000, in shares of \$100 each. Directors—E. E. Hewitt, J. F. Ward, Thomas A. Gray, G. W. Lord, H. J. Crow, F. Sabitchi and R. M. Widney. The principal place of business will be in Los Angeles,

Brown, Brothers & Co.,

No. 59 WALL St., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Hatch & Foote,

BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

The first mortgage bondholders of the New Haven, Middletown and Willimantic Railroad Company have petitioned the Legislature to be organized under the name of the Boston and New York Air Line Railroad Company. The first mortgage bonds amount to \$3,000,000, and the second mortgages to \$2,000,000. Middletown and Portland and other towns have guaranteed the second mortgages to a large amount. A short time ago the first mortgage bondholders brought a petition for foreclosure, which was resisted by the towns and is still pending. Meanwhile the present move seems to be acceptable to all interests.

In answer to a communication from Greenleaf, Norris & Co., of No. 66 Exchange place, the first and second comptrollers, in a communication from the United States Treasury Departments, express their conviction that the faith of the United States government is unquestionably pledged to the payment of the principal and interest of the District of Columbia 3-65 bonds, and that no act or statute whatever in any way affects this responsibility.

At the annual meeting of the Nashua and Rochester Railroad Company at Nashua, N. H., on the 27th ult., a board of directors was chosen with Francis H. Kenicutt as President. The report of the directors states that the total cost of the road May 1, was \$1,702,473, and also that the road is substantially completed and equipped by the Worcester and Nashua R. R. Co., to which company it is leased. It will be operated as a first class road in every respect.

The Ironton, Ohio, Journal says Belfont furnace is now averaging 37 tons of iron per day. About 4000 tons of Kentucky ore have been received this spring at the furnace from the company's Willard purchase, costing in the neighborhood of \$18,000. This is already kilned and ready to roast. The company also have received 4000 tons of Missouri ore this spring and 70,000 bushels of coke from Pittsburg.

The Atlantic and Pacific telegraph is slowly approaching Pittsburgh from the oil regions, as well as from this city. Mr. Gullick, Superintendent of Construction, thinks the line will be completed by the first of August.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Drummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
m.	No.	No.									P. c.			
Sept. 30, '74	9.50	122	43	Albany.....N.Y.	\$01,244	200,000	\$0,000	\$	\$110,953	\$35,070	6 1/2	100	100	100
Sept. 30, '74	1.04	—	—	Albany at Freight (B'ton).Mass.	49,238	75,000			5,238	4,158	—	100	100	100
Sept. 30, '74	25.00	469	87	Atlantic Avenue (Bklyn).N.Y.	762,670	680,000	655,000	14,407	295,046	63,201	100	100	100	100
Sept. 30, '74	11.83	307	55	Avenue C (N. Y. City).N.Y.	1,600,000	500,000	900,000	200,000	297,301	49,702	3	25	25	25
Sept. 30, '74	9.25	707	103	Baltimore City (Balt).Md.	1,000,000	1,000,000					—	100	100	100
Sept. 30, '74	24.00	432	60	Bleeck st. & F.F. (N.Y.C.).N.Y.	1,801,674	900,000	694,000	51,540	259,640	46,457	—	100	100	100
Sept. 30, '74	5.82	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,478	0.8	100	100	100
Sept. 30, '74	13.87	297	58	Broadway (Brooklyn).N.Y.	469,264	200,000	200,000	47,531	311,548	32,599	12	100	100	100
Sept. 30, '74	16.25	1200	148	B'way & 7th Av. (N.Y.C.).N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	287,992	6	100	100	100
Sept. 30, '74	7.58	4	32	Brooklyn, Bath & Coney L.N.Y.	245,043	180,000	80,000		56,957	24,616	—	100	100	100
Sept. 30, '74	81.60	2091	429	Brooklyn City.....N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	313,016	14	10	10	10
Sept. 30, '74	18.50	204	74	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122	—	100	100	100
Sept. 30, '74	19.53	301	64	Brooklyn, Cross-Town.....N.Y.	717,872	300,000	300,000	2,300	174,928	32,566	—	100	100	100
Sept. 30, '74	10.50	402	80	Buffalo East Side.....N.Y.	166,389	28,000		139,323	132,561	103,572	10	100	100	100
Sept. 30, '74	17.02	380	92	Buffalo street.....N.Y.	623,252	100,000	431,000	147,403	287,557	107,922	10	100	100	100
Sept. 30, '74	11.00	187	31	Bushwick (Brooklyn).N.Y.	400,650	302,000	102,000	2,065	77,023	6,919	—	100	100	100
Sept. 30, '74	29.31	—	—	Cambridge (Boston).Mass.	800,500	800,500	150,000		75,045	75,045	9	100	100	100
Sept. 30, '74	24.00	1028	142	Cent. P. & E.R. (N.Y.C.).N.Y.	2,011,292	1,678,700	1,200,000	11,111	731,709	103,128	4	100	100	100
Oct. 31, '74	9.11	350	48	Citizens' (Phila.).Pa.	232,476	192,750			363,451	103,008	44	50	191	191
Oct. 31, '74	9.07	212	33	Citizens' (Pittsburg).Pa.	179,570	184,000	50,000	4,000	192,301	38,976	21 1/2	50	46	46
Sept. 30, '74	15.05	240	24	Coney Island & Brooklyn.N.Y.	710,750	600,000	307,000	37,845	252,020	71,312	—	100	100	100
Sept. 30, '74	11.25	1010	134	Dry Dock, E.B. & B. (N.Y.C.).N.Y.	1,125,403	1,200,000	915,500		901,750	200,595	8	100	100	100
Oct. 31, '74	1.05	10	—	East and S. Easton.....Pa.	29,562	29,562			8,000	1,801	7	25	25	25
Sept. 30, '74	10.00	1109	132	Eight Avenue (N.Y. City).N.Y.	1,782,908	1,000,000	203,000	95,000	822,459	136,940	12	100	100	100
Oct. 31, '74	7.75	—	—	Empire (Philadelphia).Penna.	106,000		200,000		139,836	12,460	—	50	—	—
Oct. 31, '74	5.59	61	24	Federal St. & Pl. Val. (Phg.).Pa.	149,311	77,325	75,000		48,209	9,719	—	25	—	—
Sept. 30, '74	10.26	540	72	Gr'd st. & Gr'd st. F. (N.Y.C.).N.Y.	1,054,679	748,000	236,000	51,111	346,778	48,224	9	100	100	100
Oct. 31, '74	17.37	401	58	Frankford & Southwark (Ph).Pa.	851,309	500,000	300,000		422,518	92,311	10	50	50	50
Sept. 30, '74	4.00	26	—	Genesee & Water St. (Syr.).N.Y.	67,970	42,500	19,000		24,598	7,931	—	100	100	100
Oct. 31, '74	34.09	367	63	Germantown (Phila.).Pa.	601,719	309,636	350,000		406,111	98,312	6	50	31	31
Sept. 30, '74	8.00	200	40	Gr'd st. & Newtown (Bkn).N.Y.	314,968	170,000	90,000	19,492	91,991	10,169	—	100	100	100
Sept. 30, '74	8.00	200	40	Gr'd St. Prop. Pk. & Flatbush.N.Y.	455,710	200,000	200,000	90,861	143,338	53,834	—	100	100	100
Oct. 31, '74	7.22	200	40	Green and Coates st. (Phila.).Pa.	256,701	150,000	100,000		179,333	79,313	4	50	50	50
Sept. 30, '74	11.95	171	24	Harim, Br. & F'dham.N.Y.	297,190	299,100	133,000		94,334	20,778	—	100	100	100
Sept. 30, '74	11.68	398	60	Hous. W. st. & Pavana Fy.N.Y.	700,000	238,750	478,500				10	100	100	100
Oct. 31, '74	11.84	381	63	Hest. & Maat. & F'mount (Ph).Pa.	402,379	300,000	100,000	4,817	307,331	83,911	10	50	50	50
Sept. 30, '74	6.50	292	53	Highland (Boston).Mass.	432,087	200,000	74,000	233,217	195,067	35,056	9	100	100	100
Sept. 30, '74	10.50	120	32	Jamaica, Wood'n & Bklyn.N.Y.	100,000	100,000			25,495	2,039	—	100	100	100
Oct. 31, '74	5.32	123	21	Kingston and Rondout.....N.Y.	91,707	75,000		6,000	21,755	1,078	—	100	100	100
Sept. 30, '74	4.87	48	12	Lombard and South st. (Ph).Pa.	179,816	150,000	60,000		101,319	39,412	10	25	121	121
Sept. 30, '74	12.62	241	37	Lowell Horse.....Mass.	97,309	93,100		4,500	29,317	243	—	100	100	100
Sept. 30, '74	3.46	—	—	Lynn and Boston.....Mass.	291,298	200,000	35,500	57,609	168,905	14,317	3	100	100	100
Sept. 30, '74	5.30	54	16	Medford & Charleat. (Bkn).Mass.	33,414	21,000			800	780	3	100	100	100
Sept. 30, '74	5.30	54	16	Merrimack Valley.....Mass.	80,390	50,000			36,063	2,571	—	100	100	100
Sept. 30, '74	49.24	1396	236	Metropolitan (Boston).Mass.	2,621,673	1,500,000	187,000	884,196	1,093,888	150,802	8 1/2	100	100	100
Sept. 30, '74	15.97	312	63	Middlesex (Boston).Mass.	684,881	400,000	226,000	235,518	252,795	63,293	—	100	100	100
Sept. 30, '74	3.82	30	8	New Bedford & Fairhaven.Mass.	50,830	50,000		29,230	24,195	1,973	—	100	100	100
Sept. 30, '74	6.37	32	7	Newburyport & Amesbury.Mass.	48,854	37,250		9,794	1,351	688	—	100	100	100
Sept. 30, '74	4.00	2	16	New York Elevated.....N.Y.	1,500,000	798,300	108,321	108,321	61,047	2,072	—	100	100	100
Sept. 30, '74	7.50	47	9	New Wmberg & Flatbush.N.Y.	600,000	300,000	300,000	9,297	74,480	10,010	—	100	100	100
Sept. 30, '74	6.10	240	30	Ninth Avenue (N.Y. City).N.Y.	999,422	797,320	207,000	19,708	104,794	10,422	—	100	100	100
Sept. 30, '74	3.20	13	2	Northampton.....Mass.	50,125	50,000		7,955	6,812	Loss	—	100	100	100
Sept. 30, '74	11.24	154	26	North 2d St. & Middle Vil.N.Y.	223,163	134,000	25,000	66,967	81,289	2,074	—	100	100	100
Sept. 30, '74	2.69	8	3	North Woburn (Boston).Mass.	32,622	21,000	8,000	500	5,125	194	—	100	100	100
Dec. 31, '74	11.71	212	40	Orange and Newark.....N.J.	1,041,167	290,300	700,000	28,000	214,267	11,888	—	100	100	100
Sept. 30, '74	14.40	160	30	Park Avenue (Brooklyn).N.Y.	395,191	200,000	200,000	113,373	118,962	30,754	—	50	23 1/2	23 1/2
Oct. 31, '74	21.26	613	112	Philadelphia City (C. & W.).Pa.	789,136	475,000	200,000	74,136	443,738	110,908	22 1/2	50	23 1/2	23 1/2
Oct. 31, '74	6.13	—	—	Philadelphia and Darby.....Pa.	321,058	200,000	100,000		24,000	24,000	8	20	20	20
Oct. 31, '74	12.87	144	22	Philadelphia & Gray's Ferry.Pa.	299,127	200,200	6,500	22,600	126,327	29,715	10	50	25	25
Oct. 31, '74	8.75	128	40	Pbg., Allegheny & Manchester.Pa.	278,031	300,000	100,000		165,336	43,491	6	50	50	50
Oct. 31, '74	6.50	114	20	Pittsburgh & Birmingham.Pa.	143,437	150,000	18,600	26,984	73,313	5,465	—	50	50	50
Oct. 31, '74	10.00	132	22	Pkg. Oakland & E. Liberty..Pa.	167,290	150,000	45,000	28,537	49,790		—	50	50	50
Sept. 30, '74	5.00	52	12	Poughkeepsie City.....N.Y.	131,581	76,705	27,000	39,300	67,411	40,588	—	100	100	100
Oct. 31, '74	13.70	280	44	Ridge Avenue (Ph.).Pa.	418,510	420,000	68,400		248,262	45,415	6	50	28	28
Sept. 30, '74	13.50	131	29	Rochester and Brighton.....N.Y.	226,391	105,000	100,000	28,000			—	100	100	100
Sept. 30, '74	7.73	62	23	Salem street.....Mass.	207,197	150,000	35,900	1,800	150	138	—	100	100	100
Oct. 31, '74	4.02	—	—	Schuylkill River (Phila.).Pa.	47,463	50,000					10	50	50	50
Sept. 30, '74	21.00	1043	142	Second Avenue (N.Y. City).N.Y.	2,560,917	1,193,500	1,317,000	74,464	705,673	127,561	8	50	50	50
Oct. 31, '74	4.50	600	115	2d and 3d street (Phila.).Pa.	814,250	671,576	109,300		582,027	254,881	17 1/2	50	31 1/2	31 1/2
Oct. 31, '74	7.50	294	38	17th and 19th street (Phila.).Pa.	204,974	180,000	55,000	6,597	241,661					

The Coal Trade.

The total anthracite production reported for the week ending the 22d ult., is stated by the Philadelphia *Ledger* at 305,313 tons, and for the year to the same date 4,719,324 tons, against 6,528,221 to the same time last year, showing a decrease of 1,808,897 tons. The quantity of coke and coal transported over the Pennsylvania Railroad for the week was 67,365 tons, and for the year 1,186,686 tons, of which 991,141 was coal and 205,555 coke. This embraces all the coal carried both east and west. At Port Richmond for the week ending the 22d ult., there were receipts of 7000 tons of coal, shipments of 3700 tons, leaving but 4000 tons on hand. The *Ledger* adds:

The impression is general that the strike in the coal regions is about over for the present. In the Shamokin coal region all the collieries are reported at work, and some of them at reduced wages. The Reading Railroad Company have issued their usual annual circular of freight and toll charges on anthracite coal transported by that company from June 1st, 1875, charges for the use of cars and barges and for toll by the Schuylkill Navigation from and after the same date, and also gives notice that hereafter, and until further notice, a drawback of ten cents per ton will be paid on shipments of anthracite coal from Schuylkill Haven and Port Clinton that have passed Fairmount Locks to Philadelphia and vicinity. The rates of toll on lump, steamboat and broken coal will be ten per cent less than the schedule rates by canal. The Delaware and Hudson Canal Company and the Delaware, Lackawanna and Western Company have advanced their prices of coal 10 cents per ton, and the Pennsylvania Coal Company 15 cents per ton for the month of June. We have reports from the Lehigh region that the miners at Summit Hill will resume work to-day but on what conditions is not stated. It is expected that almost immediately a general resumption will take place in the Lehigh region, and it is said will be under a reduction of the basis of 1874. Resumption in the Schuylkill region will not probably be many days behind that in the Lehigh region, come that when it may. In the bituminous coal field the strike has been virtually abandoned, the men having generally gone to work, and mostly at wages lower than was paid before the strike. A despatch from Mauch Chunk announcing the resumption at one of the collieries there, says, "The workmen are going in at 20 per cent reduction on the basis of 1874 for one month, after which a new and permanent arrangement will probably be made." A correspondent writing from Wilkesbarre says, "To all intents and purposes the long strike of 1875 in the Wyoming region has come to a termination by the voluntary action of the men, and the 1st of June, will beyond a doubt, see the mines in full operation." Indeed, from all points where trouble has existed with the coal miners, there comes the same encouraging assurance that the time for the resumption of mining is at hand. While consumers have suffered little inconvenience from any lack of supply or advance in prices, operators open the year's business with bare docks and empty yards, thus affording a gratifying assurance of a steady market for coal for months to come.

The stockholders of the Baltimore, Philadelphia and New York, and the Wilmington and Reading Railroad Companies have approved of the agreement entered into by the directors a short time since for merging and consolidating the latter company with the former. Robert Frazer, of Philadelphia, was elected President of the new organization.

It is proposed to build and equip a Marine Railway to cost \$40,000 at Collingwood, Canada, where such a thing is much needed.

Finances of Virginia.

A recent financial circular from Messrs. Thomas Branch & Co., Richmond, Va., in reviewing the financial condition of the State of Virginia, alludes to the fact that Gov. Kemper has taken high ground for the upholding of the credit of the State, and that the press of the State, as well as influential men who were once in sympathy with the "poverty view" of the Governor have, like him, abandoned the repudiation party, and then adds:

No careful estimate of the income to be derived from the revised tax bill has yet been made, but it can hardly fall short of \$2,700,000. Of this amount there will be paid in tax receivable coupons \$1,080,000; net cash revenue, \$1,620,000; expenses of State, as estimated by the auditor, \$1,300,000; leaving a surplus of \$320,000.

The surplus will be applied to the sinking fund, and any balance to paying part interest on the non-consolidated debt. The debt statement corrected to 1st April is as follows:

Coupon consol bonds carrying coupons receivable for taxes.....	\$18,000,000
Registered bonds convertible into the foregoing.....	2,200,000
	\$20,200,000

Bonds funded under the amended act, (coupon and registered inter convertible) coupons, not good for taxes..	\$3,800,000
West Virginia (one third) certificates.	12,000,000
Unfunded bonds, all classes, including all lost and destroyed bonds.....	9,000,000

Five hundred and forty thousand tax paying coupons mature and are thrown on the market 1st January and 1st July. The price has averaged 80a83 January and July, and 90a92 June and December. Tax-payers buy freely. The market is now bare. We quote them at 90, while the bonds are 57, (coupons off) at which price they pay about ten per cent. on cost, besides being exempt from State and municipal taxation in this State, and in consequence they are becoming a favorable investment at home.

It is represented that the result of the past two years' legislation has demonstrated that these consols cannot be successfully assailed.

At a meeting of the directors of the Old Colony Railroad Company, held in Boston on the 21st ult., a vote was passed favoring the construction of the New Bedford and Fall River Railroad (south route), and the operation of the road by the Old Colony Railroad Company, when completed.

John L. Stam has been elected president, William Painter vice president, John F. Bingham secretary, and R. Hynson treasurer of the Kent County R. R. Co.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

W. & L. E. Gurley, Troy, N. Y.
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,
MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two premiums awarded.)

THOS. PROSSER & SON,
15 Gold St., New York.

Boiler Tubes, Well Tubing,
EXPANDERS, DRILLS & REAMERS,
Tube Scrapers & Brushes.

Duckham's Patent
HYDROSTATIC
WEIGHING MACHINES
AND
DYNAMOMETERS.



WELLAND CANAL ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, ADDRESSED TO THE UNDERSIGNED, and indorsed "Tender for Welland Canal," will be received at this office until the arrival of the Eastern and Western mails on THURSDAY, the 24th day of June next, for the construction of a Tunnel, a number of Docks, Regulating Weirs, Bridge Abutments and Piers, Excavation, Dredging, &c., connected with several miles of the enlargement; also the extension and deepening of Port Dalhousie and Port Colborne harbors.

The works will be let in sections, some of which are situated on the new line between Port Dalhousie and Thorold, and others, about one mile in length each, consist principally of deepening and widening the present canal at places between Thorold and Port Colborne.

Maps of the several localities together with plans and specifications of the works, can be seen at this office on and after FRIDAY the 11th day of June, where printed forms of tender can be obtained. A like class of information relative to the works north of Allandburg will be furnished at the resident engineer's office, Thorold, and for works south of Port Robinson, plans, &c., may be seen at the resident engineer's office, Welland.

Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and, in the case of firms, except there are attached the actual signatures, the nature of the occupation and place of residence of each member of the same; and further, an accepted bank check or other available security for the sum of from \$1,000 to \$3,000, according to the extent of work on the section, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the works at the rates stated in the offer submitted.

The amount required in each case will be stated on the form of tender.

The check or money thus sent in will be returned to the respective contractors whose tenders are not accepted.

For the due fulfilment of the contract satisfactory security will be required on real estate or by deposit of money, public or municipal securities or bank stocks to an amount of five per cent on the bulk sum of the contract, of which the sum sent in with the tender will be considered a part.

Ninety per cent only of the progress estimates will be paid until the completion of the work.

To each tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions, as well as the due performance of the works embraced in the contract.

This department does not, however, bind itself to accept the lowest or any tender. By order.

F. BRAUN, Secretary.
DEPARTMENT OF PUBLIC WORKS,
OTTAWA, April 26, 1875.

Railroad Building in Indiana.

The Indianapolis Sentinel, of May 22, says that it is a very safe venture to assert that there is more actual work in railroad building now in progress in Indiana with the sure promise of completion than in any other State. Most of the enterprises are of comparatively small magnitude, but there are a great many of them. They consist of short lines to develop local interests and links to fill up gaps in extended connections. Besides those projects which are begun with a fair prospect of early completion, many more are in contemplation. There has been no time, perhaps, when there were more railroad meetings of citizens held to discuss and plan how they may, by the use of means raised among themselves, build such roads as their particular localities require.

Statement of the Public Debt of the United States June 1, 1875.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$280,000 00	\$3,416 66
6 per cent. 1851 bonds, 1861..	18,415,000 00	400,376 00
6 per cent. 1851 bonds, (Oregon), 1861.....	945,000 00	23,625 00
6 per cent. 1851 bonds, 1861..	189,321,350 00	4,733,953 75
6 per cent. 5-20 bonds, 1862..	85,548,150 00	427,740 75
6 per cent. 1851 bonds, 1863..	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864..	194,668,300 00	2,432,078 75
6 per cent. 5-20 bonds, 1864..	946,600 00	4,733 00
6 per cent. 5-20 bonds, 1864..	58,046,200 00	290,251 00
6 per cent. 5-20 bonds, 1865..	152,534,350 00	782,571 75
6 per cent. consols, 1865.....	202,663,100 00	5,066,577 50
6 per cent. consols, 1867.....	310,622,750 00	7,765,568 75
6 per cent. consols, 1868.....	37,474,000 00	934,850 00
5 per cent. funded loan of 1861	395,508,450 00	1,649,193 54
Aggregate of debt bearing coin interest.....	\$1,722,149,250 00	\$26,433,095 45
Interest due and unpaid.....		7,017,501 10
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money....	\$14,678,000 00	\$181,780 00
Interest due and unpaid.....		20 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	172,000 00	9,300 00
5 per cent. bonds, of 1853....	18,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	6,299,450 00	32,429 34
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	17,100 00	1,201 85
5 per cent. 1 year notes, 1863.	66,525 00	3,388 85
5 per cent. 2 year notes, 1863.	47,650 00	3,005 40
6 per cent. compound interest notes, 1863-64.....	371,370 00	74,553 77
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	202,650 00	15,115 25
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$7,375,810 26	\$208,449 19
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$71,722 50	
Legal tender notes, 1862-63...	377,064,000 00	
Certificate of deposit.....	55,345,000 00	
Fractional currency, 1862-3-4.	43,615,773 00	
Coin certificates, 1863.....	19,910,600 00	
Unclaimed interest.....		23,594 84
Aggregate of debt bearing no interest.....	\$496,007,995 50	\$23,594 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,131,516,500 00	
Bonds at 5 per cent.....	590,632,750 00	
	\$1,722,149,250 00	\$33,450,686 55
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	\$14,678,000 00	181,800 00
Debt on which interest has ceased since maturity.....	7,375,810 26	208,449 19
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$377,135,722 50	
Certificates of deposit.....	55,345,000 00	
Fractional currency.....	43,615,773 00	
Coin Certificates.....	19,910,600 00	
	\$496,007,995 50	
Unclaimed interest.....		23,594 84
	\$2,240,210,155 76	\$33,864,530 58
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,274,074,686 34	
AMOUNT IN TREASURY.		
Coin.....	\$84,251,602 69	
Currency.....	4,358,107 77	
Special deposit held for redemption of certificates of deposit as provided by law...	55,345,000 00	
	\$143,954,710 46	
Debt, less amount in Treasury, June 1, 1875.....	\$2,130,119,975 88	
Debt, less amount in Treasury, on the 1st ult.	2,131,309,431 91	
Decrease of debt during the past month.....	\$1,189,456 03	
Decrease of debt since June 30, 1874.....	12,968,265 28	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,587 80
Interest paid by United States, \$26,264,102 34; interest repaid by transportation of mails, &c., \$6,116,598 85; balance of interest paid by United States, \$20,147,505 40.		
The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1875.		
B. H. BRISTOW, Secretary of the Treasury.		

The Boston Evening Traveler says that the lease of the property of the Franklin Telegraph Company to the Atlantic and Pacific Telegraph Company was on Saturday last annulled and canceled by agreement of the parties thereto. This action replaces the lines of the Franklin Company between that city and Washington, and also the exclusive connection with the new ocean cable at Rye Beach, N. H., in the hands of its former management.

The contract for furnishing 20-inch and 30-inch pipe to the Philadelphia Water Department has been awarded to the Gloucester Iron Company, whose shops are located at Gloucester City. The prices to be paid are \$1 63 1/2 per hundred pounds for the 30-inch and \$1 69 for the 20 inch pipe. About 4000 tons will be needed. The works will now start up with a large force of hands.

At a meeting of the Canton Company in Baltimore on the 21st ult., a proposition of the agent of the Inman Steamship line to run their line from the Canton Company's wharves to Liverpool was accepted. It is said that the first vessel will arrive in Baltimore within thirty days, and

that the Northern Central and Union Railroad Companies are united with the Canton Company in support of the enterprise.

The Smyrna (Del.) Times says: "It is understood that the trains on the Kent County railroad, from Chestertown to Massey's, will be shortly run through to Clayton, over the Bombay Hook extension, instead of connecting at Massey's with the Kent and Queen Anne's road to Townsend as now. By this plan the Kent Company can have an independent route which induces the change. The distance from Massey's to Clayton is nine miles."

The Chattanooga Commercial says the advantages of that section as an iron producing country is more conspicuously shown in the cost of fine qualities of ore, as compared with their costs at other points, than in any other respect. Lake Superior ores are worth \$7 50 per ton in St. Louis. There, ores that produce the finest qualities of iron can be had delivered in the yard at from \$2 50 to \$3 per ton, the latter being an outside price.

**THE SELDEN DIRECT-ACTING
STEAM-PUMP**
PAT. AUG. 2, 1870. DECEMBER 20, 1870
AND OCT. 21, 1873



COMBINING SIMPLICITY AND DURABILITY TO A REMARKABLE DEGREE. ITS PARTS ARE EASY OF ACCESS AND IT IS ADAPTED TO ALL PURPOSES FOR WHICH STEAM PUMPS ARE USED.

A. CARR
MANUFACTURER AND PROPRIETOR,
43 CORTLANDT ST. NEW YORK.
CARR'S POSITIVE CIRCULATING
STEAM RADIATOR



THE ONLY UPRIGHT STEAM RADIATOR MADE WHICH HAS A POSITIVE CIRCULATION.
- ALSO -
WROUGHT IRON PIPE, BRASS AND CAST-IRON PIPE, FOR PLUMBERS, STEAM AND GAS FITTERS.
SEND FOR DESCRIPTIVE CIRCULARS AND PRICELISTS.

For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,
of every description, and for all purposes. Made by

RICHARD H. ROGERS,

Die Sinker and Letter Cutter,

No. 50 Fulton Street, New York.

Name Punches, Alphabets, Figures, and every variety
of Steel Stamp Work for

RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail
promptly answered.

FULLER, LORD & CO.,
Machine-Forged Nuts,
BOLTS & NUTS,

WROUGHT WASHERS,
BOONTON CUT NAILS,
139 Greenwich Street,
NEW-YORK.

THE PHOENIX IRON CO.,
410 Walnut St., Philadelphia,
MANUFACTURERS OF
CURVED, STRAIGHT AND HIPED
Wrought Iron Roof Trusses
BEAMS, GIRDERS AND JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.
**DECK BEAMS, CHANNEL, ANGLE
AND T BARS**
curved to template, largely used in the construction of
Iron Vessels.
Patent Wrought Iron Columns,
Weldless Eye Bars,
for top and bottom chords of bridges.
**Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.**
Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.
Plans and Specifications furnished. Address
SAMUEL J. REEVES, President.

Jersey City Steel Works.
JAS. R. THOMPSON & CO.,
MANUFACTURERS OF
HAMMERED AND ROLLED
CAST STEEL,

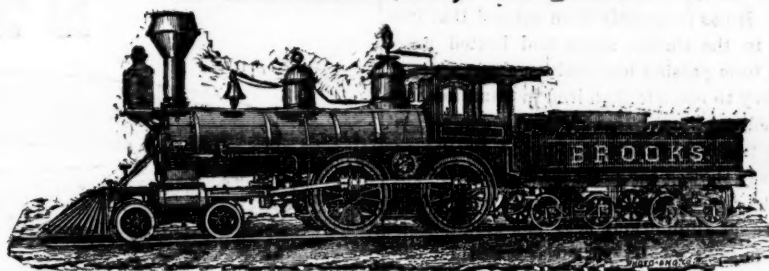
OF ALL DESCRIPTIONS,
Warren Street, Jersey City, N. J.
Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-
net, Rifle, and Pistol, made to Order.

J. H. GAUTIER,
D. G. GAUTIER,

JAS. R. THOMPSON,

B. ILLINGSWORTH,
H. DICKINSON,

BROOKS LOCOMOTIVE WORKS,
DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for Every Class of
Railway Service.

M. L. HINMAN,
Secretary and Treasurer.

H. C. BROOKS,
President and Superintendent.

THE
**TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,**
TAUNTON, MASS.,
HAVING large facilities, and having had a long experi-
ence in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS.
SUGAR MILLS, SHAFTING, ETC.
HARRISON TWEED,
Agent and Treasurer.
P. I. PERRIN, Sup't.

**HARRISBURG
Car Manufacturing Co.,**
HARRISBURG, PENNSYLVANIA,
MANUFACTURE
Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of
RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CAST-
INGS, BRIDGE RODS, BOLTS,
AND
RAILROAD FORGINGS.
W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

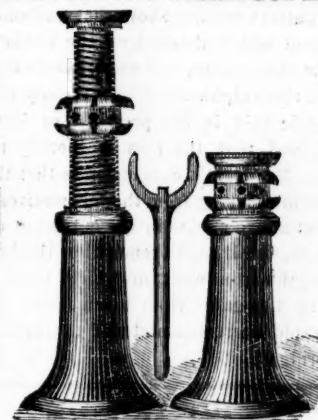
RIEHLE BROS.,
650 North Ninth St., Philadelphia
New York Store, 93 Liberty Street,
Pittsburg Store, 285 Liberty St.
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track
Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and
Washers.



Belting, Packing Hose, Rubber Springs, Car Tires,
mings, Steam Pumps.

ALBERT BRIDGES,
MANUFACTURER AND DEALER IN
Railway and Mining Supplies and Machinery,
No. 46 CORTLANDT STREET,
P. O. Box, 2843. NEW YORK.

CAST-STEEL WORKS
OF
FRIED. KRUPP,
ESSEN, GERMANY.

TIRES, AXLES, WHEELS, &c.
SPRING, TOOL & ROLL STEEL.

Represented by
THOS. PROSSER & SON,
15 Gold St., New York.

PHILIP S. MILLER. **LENOX SMITH.**
AMERICAN AND FOREIGN
STEEL & IRON RAILS,
Locomotives, Cars & Machinery,
STREET RAILS,
Railway Fastenings, etc.
MILLER & SMITH,
43 Exchange Place, N. Y.
The Dickson Manufacturing Co. of Scranton.

Corrosion of Iron in Railway Bridges.

Mr. Wm. Kent, of the Stevens Institute of Technology, has made some interesting analyses of the causes of the rapid corrosion of iron in railway bridges. It has frequently been noticed that iron exposed to the smoke, steam and heated gases escaping from passing locomotives, shows a greater tendency to corrode than iron in situations not so exposed. A qualitative chemical analysis of iron rust taken from a bridge on the Pennsylvania Railway showed the presence in a water solution of the rust of iron, ammonia, sulphuric acid, and traces of sulphurous acid and chlorine. A separate portion of the rust was tested for carbonic acid which was found in considerable quantity. The escaping gases from the locomotive contain carbonic acid, carbonic oxide moisture and, if there is sulphur in the coal, sulphurous and sulphuric acid. The presence of the three acids, no matter how small in quantity, is sufficient to promote rapid corrosion. Experiments made by Prof. Calvert tend to show that carbonic acid is the agent which determines the oxidation of iron in the atmosphere, and experiments made by Mr. Kent, that sulphurous acid is rapidly changed to sulphuric acid in the presence of iron and moisture, and that the iron is thereby rapidly corroded. Mr. Kent's conclusion is that the sulphurous acid escaping from the locomotives is one of the most active agents in the corrosion of railway bridges, and if so, its removal or the building of bridges, the iron work of which shall not be exposed to the gases from locomotives, should prevent rapid corrosion and add to the security of iron bridges.

THE JAMES CEMENT CO.

Manufacture a superior quality of **ROSENDALE CEMENT**, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

J. B. JAMES, President.

W. G. JAMES, Treasurer.

41 Dey Street, New York.

**LAWRENCEVILLE
CEMENT COMPANY.
ROSENDALE
HYDRAULIC CEMENT.**

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York.

This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders.

It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't,

96 Wall Street, New York.

**FOUNDRY FACINGS & SUPPLIES
OF ALL KINDS.**

Bituminous Coal, Sea Coal, Lehigh, Mineral, Charcoal, Black Lead, &c., &c.

Also **Sieves, Brushes, Molders' Tools**, and all articles required for foundry use.

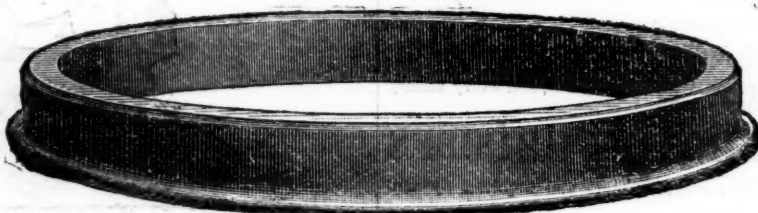
BOYD & PEASE,

Manufacturers,

508, 526 & 528 East 18th St.,

NEW YORK.

CAMMELL'S CAST STEEL.



ROLLED AT JERSEY CITY

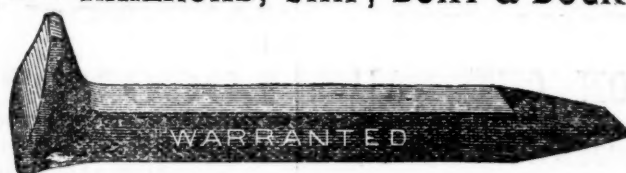
BY

W. BAILEY LANG & CO.

New York
AND
Boston.

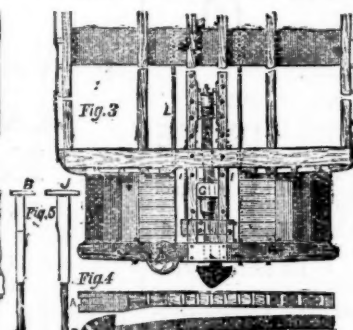
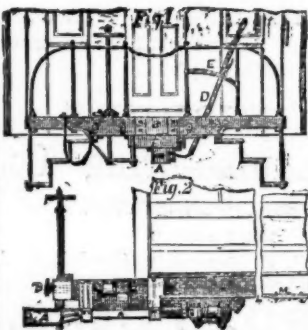
CORYDON WINCH,

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

MILLER'S TRUSSED PLATFORMS,



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
**RAILROAD
PASSENGER CARS.**
OFFICE,
6 PARK PLACE,
NEW YORK.
Send for Illustrated Pamphlet,
and call and see working Models.
E. MILLER, Patentee.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (late) Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

M. Brigham, & J. H. Butts, Ag't,
KINGSTON, N. Y. 95 LIBERTY ST., N. Y.

HOFFMAN ROSENDALE CEMENT,

Being the **STANDARD CEMENT** used at the
BROOKLYN NAVY YARD.

MADE AND SOLD BY

THE LAWRENCE CEMENT CO.

M. W. WOODWARD, Sec'y,

No. 67 William St., N. Y.

DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.